

The Review of Reviews

Vol. LXXIX, No. 471

APRIL, 1929

The Progress of the World

By ALBERT SHAW

Taking On the New Engineer

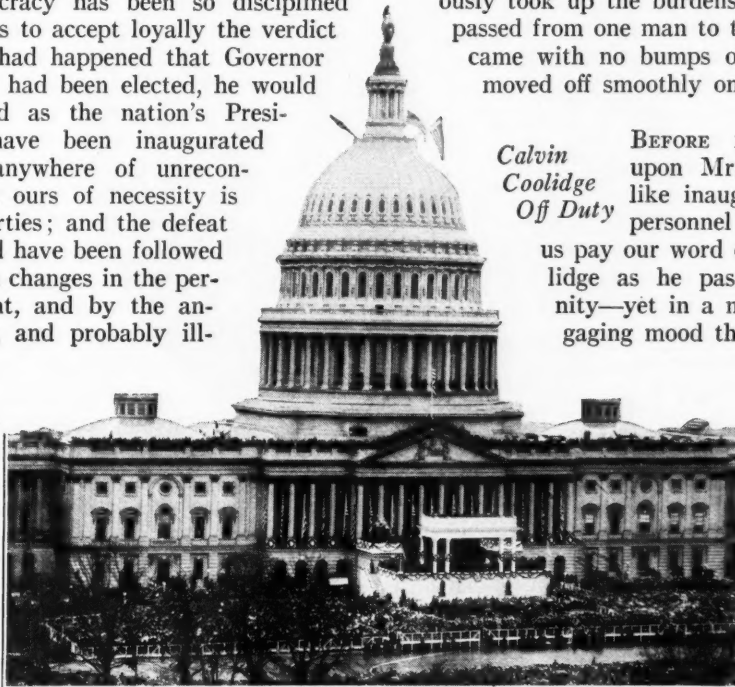
SOMETIMES WHEN ENGINES ARE changed at division stations the train makes its fresh start with a good deal of bumping and jolting. But in the case of the new engineer at Washington the transition was smooth and noiseless. So far as the country is concerned, no President has left public office with more general esteem, approval, and affection than Calvin Coolidge. On the other hand, no President has ever come into his high estate with so many of his fellow countrymen believing in his special fitness, and counting upon his knowledge and his character for national leadership, as Herbert Hoover. It is true that the American democracy has been so disciplined by long experience as to accept loyally the verdict of the polls. If it had happened that Governor Smith of New York had been elected, he would have been acclaimed as the nation's President and would have been inaugurated with no evidence anywhere of unreconciled hostility. But ours of necessity is a government by parties; and the defeat of Mr. Hoover would have been followed by sweeping partisan changes in the personnel of government, and by the announcement of new, and probably ill-defined, policies. For some time to come the country and the world would not know just what to expect, whether in domestic or in foreign programs. The voters were not, however, in a partisan mood, and repudiated the proposal to turn

the Republicans out. Coolidge methods and Hoover projects were not of the kind to antagonize the best forces of public opinion. Evidently the American people thought it well to go forward upon well-established and clearly recognized lines. The loyalty with which Mr. Hoover continued to support the Coolidge Administration up to its last moment, mid-day of March 4, was fully equalled by the courtesy, helpfulness and good will shown by President Coolidge to Mr. Hoover during the campaign of the summer and autumn, and during the entire period of four months between Election Day and the hour when Mr. Coolidge gladly accepted his release and Mr. Hoover courageously took up the burdens of office. Leadership passed from one man to the other. The change came with no bumps or jolts, and the train moved off smoothly on well-ballasted tracks.

Calvin Coolidge Off Duty

BEFORE PASSING to comment upon Mr. Hoover's statesman-like inaugural address, and the personnel of his able Cabinet, let us pay our word of tribute to Mr. Coolidge as he passes with perfect dignity—yet in a more confiding and engaging mood than he had ever shown

before—from the vast responsibilities of the Presidency to the happy freedom of a private citizen in a well governed country. The White House must exact from its serious occupant a certain measure of aloofness and austerity. The tasks



PRESIDENT HOOVER'S INAUGURATION, ON THE STEPS OF THE CAPITOL
From a photograph taken from the dome of the Library of Congress.

are so commanding that the office of President is hardly compatible with easy and comfortable ways of living—much less does it permit the chief magistrate to be self-indulgent. He cannot afford the luxury of frequent colds, or digestive disturbances, or twinges of rheumatism, or headaches from biliousness, or capricious manners due to fagged nerves. President Roosevelt worked with superabundant physical vigor maintained by habits of very active exercise that could not be broken with impunity. President Coolidge has needed less exercise, but has maintained remarkable good health, nerve strength, and mental power, through habits of self-control that have given him long years of constant efficiency under strains that few men could have endured. The brevity of his wit and his genius for comparative silence have helped him to avoid the tendency to squander nerve strength in needless argument or explanation. After escorting Mr. Hoover to the Capitol and witnessing the inaugural proceedings, Mr. and Mrs. Coolidge took their train at once, in the afternoon of March 4, for their old home at Northampton, Massachusetts. The farm home of his birthplace at Plymouth Notch, Vermont, has through all his mature life remained a familiar and much frequented place; and doubtless Mr. and Mrs. Coolidge will keep it as a family possession.

A Frank Revelation

A FEW DAYS after his retirement there appeared in the *Cosmopolitan* magazine an article from the pen of Mr. Coolidge that has been extensively quoted in the newspapers, and from which we are also quoting, elsewhere in this issue. While in the White House Mr. and Mrs. Coolidge endured the sad experience of the death of the younger of their two sons. The President's father, Col. Coolidge, a New England man of the finest type of character, also passed away. In the article to which we have referred Mr. Coolidge describes the circumstances under which his father administered to him the oath of office upon learning of the death of President Harding. Perhaps on no other occasion has Calvin Coolidge expressed his real feeling as a man and a fellow-citizen so frankly and with such warm appeal to the genuine sympathy of millions of home-loving Americans, as in this *Cosmopolitan* article. He has written many state papers that will stand through the centuries as part of our official history. He now reveals himself as capable of another kind of writing, that of intimate autobiography. It would be hard to find two more striking examples of recent American expression, in contrasting literary form, than Mr. Coolidge's Armistice Day speech and

his charming personal reminiscences in the article to which we are making reference. In firm health and still in middle life, Calvin Coolidge takes his place in the list of our most trusted and experienced statesmen, free from the countless exactions of executive office, but available for counsel and for service in the higher realms of statecraft. The glowing smile when he grasped Mr. Hoover's hand after Chief Justice Taft had administered the oath of office revealed the new Coolidge—a private citizen released from an ordeal that he had endured so well, now a national asset and a man of world fame, standing in his own qualities and achievements for what is best in the American civilization of the twentieth century. Mr. Hoover from the western coast, Mr. Coolidge from the hills of New England, and Mr. Taft from the Ohio valley, form a presidential trio in whom all America, regardless of party, may well feel a deep sense of pride.

Celebrating Inauguration at Washington

THERE WERE PLENTY of people in Washington on Inauguration Day. Mr. Hoover, like most of his predecessors, hates display; and, in turn, like the others, he asked for the utmost simplicity in the proceedings. But the citizens of Washington demand a great show once in four years, and they are not alone in wishing to celebrate Inauguration Day. The weather of March 3 at Washington was delightful, while unfortunately there followed heavy rains on Monday, the 4th. For a long time there has been discussion of the possibility of holding the celebration at a later date, when Washington is lovely in its spring-time garb. In April or May, with flowers in bloom, the famous Japanese cherry trees in the park at their best, and the tree-lined streets freshly decorated with tender green foliage, Washington is worth going around the world to visit. Railroad travel at inauguration time is supplemented by omnibuses and private automobiles in rapidly increasing thousands. There ought to be a gala week at Washington every year, coinciding, let us say, with apple blossom time in the Shenandoah valley. But whether the date be made earlier or later, Inauguration Day once in four years will find the District of Columbia bedecked with flags and banners, eager to entertain official and unofficial visitors from



MR. AND MRS. COOLIDGE ARRIVE AT THEIR HOME IN NORTHAMPTON

everywhere. This year the grandstands were extensive along the route of the official parade, and some of them were covered with roofs or awnings for weather protection. An immense crowd was massed on the plaza at the east of the Capitol building to witness the inauguration scene and to hear Mr. Hoover's address. It had rained hard all during the inauguration parade,



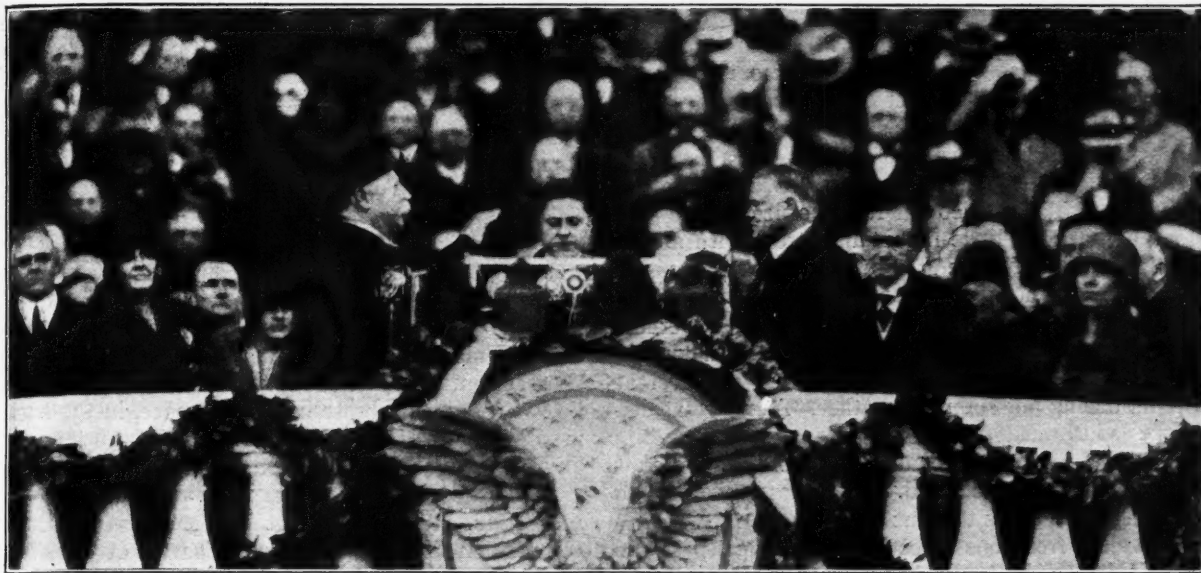
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CHIEF JUSTICE TAFT ADMINISTERING THE OATH OF OFFICE TO PRESIDENT HOOVER

Mrs. Hoover sits in the front row toward the left of the picture, and Mrs. Coolidge is at the extreme right, next to the retiring President.

and the downpour continued while Mr. Hoover was speaking. Amplifiers carried his voice strongly to all listeners in the local area.

*The World
Heard
Mr. Hoover*

MEANWHILE THE RADIO, with one hundred and twenty American stations connected, brought the voice of the new President directly into thousands of schools and public places and into millions of homes throughout the country. Furthermore, the Westinghouse station at Pittsburgh and the General Electric at Schenectady sent the address to foreign countries. The British broadcasting system presented it to English listeners. It was extensively heard in South America and the West Indies, throughout the continent of Europe, in portions of Asia and Africa, and even in Australia and New Zealand. It was understood also that Commander Byrd and his associates heard it in the unmapped wilderness of the Antarctic. The afternoon parade consisted of a division commanded by Maj. Gen. Fred W. Slawden, made up of various army troops, marines, coast guard men, national guard companies, and other organizations of naval and military character. The division over which Dr. Hubert Work presided included Governors of a majority of the states of the Union with their accompanying delegations, marching groups from schools and colleges, and representatives of many patriotic and civilian organizations. A feature of inauguration parades that always attracts attention is the presence of Indians, in their picturesque costumes, from the western reservations. With the American Legion and veterans of earlier wars participating, there was much in the parade to stir the feelings and arouse the patriotic enthusiasm of the many thousand spectators. In spite of bad weather, therefore, the ardor of Inauguration Day was not dampened; and it is our prediction that there will not be less display and enterprise in future as these quadrennial occasions recur.

*A Summer
Home on the
Blue Ridge*

IT WAS A FELICITOUS THING that among his last official actions, on the morning of March 4, President Coolidge had the opportunity to sign a bill that insures for Mr. Hoover and his successors a pleasant and suitable retreat from official cares and from the heat of summer. Mr. and Mrs. Coolidge had greatly enjoyed their Thanksgiving-time sojourn at a country club on the top of the Blue Ridge, looking westward and southward into the Shenandoah valley, with eastward views down the gentle slopes of the Piedmont country to Washington and the Potomac valley. Similarly situated is a reservation of perhaps forty acres once used for scientific observations by the Weather Bureau, and still belonging to the Government. It is at a mountain village called Bluemont, some sixty miles from Washington, accessible by railroad and by automobile highways. A suitable house with other buildings and appointments already exists. This place appeals strongly to President Coolidge, and equally to Mr. Hoover, who inspected it after his return from the South American trip and gave it his hearty endorsement. An investment of about \$200,000 had been made some years ago by the Government in creating this establishment for meteorological purposes, but the use of which had recently been abandoned. The bill signed by Mr. Coolidge provides the modest sum of \$48,000, which will suffice to make improvements and repairs and to furnish the house for presidential use.

*Mr. Hoover
an Out-of-
Doors Man*

MR. HOOVER IS ESPECIALLY FOND of tramping in woodland environment; and this Blue Ridge retreat will appeal as strongly to him next summer as it would have appealed to Mr. Coolidge. With the extra session looming up ahead of him, and the prospect that this may continue into mid-summer, it is likely enough that the so-called "Summer White

House" may be in actual use for the President within the coming three months. The health and strength of the President, as we have remarked more than once in these columns, is a matter of concern to the country and the world. To have brought this Blue Ridge possession of the Government into so desirable a service is well worth while. Many of our readers do not know that in Porto Rico our fellow citizens have provided a charming little mountain retreat with an attractive building for the use of the Governor, who may reach it in an hour or two by automobile from San Juan. Similarly, in the Philippines, the Governor-General and other officials have a delightful mountain resort which gives them a change from sea-level at Manila during hot summer weather. At no great distance southward from this new summer White House is the great Shenandoah Forest Reserve that has lately been acquired. Countless visitors to Washington in times to come will traverse the Shenandoah valley from one direction or another, pass the Blue Ridge to the northward or southward of Mount Weather (this being the old name of the Weather Bureau's station) and so proceed to Washington by alternative Virginia highways or by way of Harper's Ferry and the beautiful roads of Maryland.

A Well-Built Presidential Platform

MR. HOOVER'S ADDRESS stands the test of study sentence by sentence. Except for an agreeable peroration, it is free from effusive rhetoric. There were certain things that the man who had just taken the oath of office as President had to say to all immediate listeners and readers, and also to put on the permanent record. Some public men see visions, and generalize in the spirit of prophecy in a manner of rhetorical ecstasies. Such statesmen are better trained for talking than for doing. The concrete exactions of a particular job bewilder them. Other men have technical training, never shirk details, keep their eyes on the ground, and would not know how to rhapsodize. There are men who know trees and lumber, but know nothing of forest policy. There are others who talk glibly of "conservation" and "forestry," of reserves and parks and natural resources, who do not know one tree from another. They have "ideas," and are artists in words. Since Mr. Hoover is a man of detail, of exact knowledge, of mathematical processes, of statistical methods, it is well to understand that his broad generalizations are never mere verbiage or vamping. He has come to conclusions about this new era of American civilization; and he states them boldly and sweepingly. But he has reached them by careful induction. This is why we have remarked that his address bears the test of analytical study. He says, for example, that we as a

country aspire "to a distinction based upon confidence in our sense of justice." He finds that crime in some forms is increasing, with confidence in justice decreasing, and declares that we must seek to "reestablish the vigor and effectiveness of law enforcement."

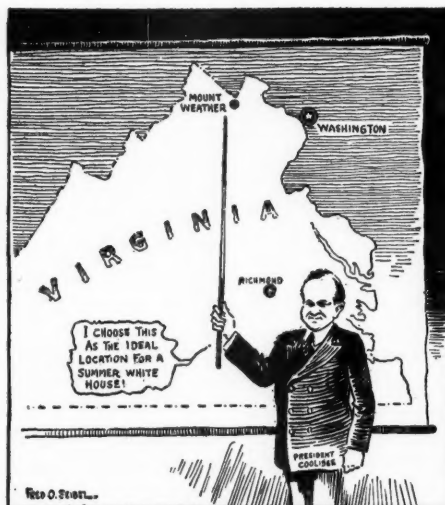
Things that Must be Done

TO THAT END WE MUST "critically consider the entire federal machinery of justice, the redistribution of its functions, the simplification of its procedure, the provision of additional special tribunals, the better selection of juries, and the more effective organization of our agencies of investigation and prosecution, that justice may be sure and that it may be swift." Each phrase of this sentence, in the background of Mr. Hoover's thinking, implies an immense array of available information. As a part of this program for improvement of the methods of law enforcement, Mr. Hoover is about to appoint a "national commission for a searching investigation of the whole structure of our federal system of jurisprudence, to include the method of enforcement of the Eighteenth Amendment and the causes of abuse under it." Meanwhile he asks citizens to support the laws, and not to condone any form of law-breaking. Taking up the relation of government to business, Mr. Hoover expresses himself strongly for the supervision of monopolistic services, but also for the abstention by government from competition with citizens in the carrying-on of business enterprises. Nothing is more congenial to him than such subjects as Education and Public Health. He would give every class of people the chance through personal merit to come forward as leaders. With government encouragement he would apply the discoveries of science to the advancement of health conditions throughout the nation.

Influence at Large

MR. HOOVER'S COMMENTS upon world peace and foreign policy have elicited wide approval in the press of foreign lands. The very things that we are most intent upon doing for ourselves are having the effect of extending

our sympathies "beyond the bounds of our nation and race toward their true expression in a real brotherhood of man." Dangers to peace are largely fear and suspicion. He declares that the acceptance of the Kellogg Peace Pact "should pave the way to greater limitation of armament, the offer of which we sincerely extend to the world." He adds that "we should support every sound method of conciliation, arbitration, and judicial settlement." He believes that we should take our place in membership and support of the Permanent Court of International Justice, and that in making reservations we have sought no special privilege or advan-



By Seibel, in the Times Dispatch (Richmond)

LOCATING THE SUMMER WHITE HOUSE

tage. He evidently believes that we shall soon "take our proper place in a movement so fundamental to the progress of peace." He refers with enthusiasm to his recent "journey among our sister republics of the Western Hemisphere." He hopes for our coöperation with them in the maintenance of peace and progress. He sees the bearing of "respect for our ability in defense upon the maintenance of peace." He also sees that peace can be promoted by limitation of arms and the establishment of tribunals. "But," he adds, "it will become a reality only through self-restraint and active effort in friendliness and helpfulness." He has no apologies to make for Uncle Sam, and will stand firmly for American interests; but he seeks "a record of having further contributed to advance the cause of peace."



THE NEW SUMMER WHITE HOUSE
In the Blue Ridge Mountains, Virginia

One Man Must Take and Keep the Lead

WITHOUT FURTHER COMMENT upon this reassuring pronouncement of our new President, we have but to add one thing: It is expected, and it is necessary, that Mr. Hoover should lead in the carrying-out of the policies that he enumerates. Congress, in our opinion, is a fine body of men and women, quite equal, if not superior, to any other legislative organization in the world. But the House has 435 members and there are 96 Senators.

Leadership in national policies is essential for results; and it is not to be found in American legislative halls by reason of our separation of executive and legislative functions. Many foreign parliaments, notably that of Great Britain, evolve a national administration from their own membership. Quite regardless of the Constitution as strictly construed, the President must lead, even in legislative programs, if we

are to accomplish results in an orderly way. He cannot, of course, impose a dominating or an arbitrary personal will upon a coördinate branch of the Government. But he can advise, with such constant attention, such clear and moderating judgment, and such convincing appeals to public opinion, that party majorities in Congress will be led to consult him willingly and coöperate with him cordially.

The Larger Field of Policy

THE COMMITTEES OF CONGRESS contain men of great experience and wisdom, and the President will of course be under moral obligation to recognize their special knowledge, and under Constitutional obligation to respect their official responsibility. President Wilson, in his extra session of 1913, assumed a leadership that was not resented by Congress, and that produced prompt and acceptable results, with the Underwood Tariff standing first in the list of things accomplished. President Taft in 1909 had been less conscious of the needs of executive leadership, with the result of a tariff bill that a number of able Republican Senators could not vote for, and that the country failed to accept as satisfactory. Mr. Hoover has been elected to represent the whole country, and to lead the government in the adoption as well as in the execution of policies. Congressional committees will be duly respected; but the country looks to Mr. Hoover, rather than to those committees, for a feasible agricultural policy. It looks to him, especially, for prevention of excessive and unwise tariff changes that would hurt us greatly in some directions, even though helping some of us slightly in our local or personal activities. Further comment upon the peculiarly responsible position of a President during a period of general tariff revision by Congress will be found in later paragraphs in these pages this month.

A Working Program in Set Terms

HE RECOGNIZES the nature of parties, and abides by the promise of the Republican organization to deal promptly with agricultural relief and "limited changes in the tariff." He promises to deal with each of these two questions in a message that he will send to the new Congress upon its assembly in an extra session which he has called for April 15. In addition to these two subjects, Mr. Hoover enumerates "the more important further mandates from the recent election." He lists them as follows, the numerals and some slight condensation being ours, for purposes of convenience:

1. Maintenance of the integrity of the Constitution.
2. Vigorous enforcement of the laws.
3. Continuance of economy in public expenditure.
4. Regulation of business to protect the community.
5. Denial of government ownership or operation in competition with citizens.
6. Avoidance of policies which would involve us in the controversies of foreign nations.
7. More effective reorganization of the Departments of the Federal Government.
8. Expansion of public works.
9. Promotion of welfare activities affecting Education and the Home.

Above all these things Mr. Hoover holds that the government must, so far as lies within its proper power, give leadership to the realization of American ideals and to the fruition of the country's aspirations. What these ideals and aspirations mean he states in eloquent but condensed phrases. He admits that there is no short road to their realization. Paying a tribute to the country and its people, he declares: "I have an abiding faith in their capacity, integrity, and high purpose. I have no fears for the future of our country. It is bright with hope."

How the Cabinet Puzzle Was Answered

THE TRAINED AND INTELLIGENT army of newspaper correspondents at Washington were kept guessing about the Cabinet until the very last forty-eight hours. As Inauguration Day approached, there was more encouragement given to the guessers. The news of the selection of Col. Stimson for the Department of State had leaked out from Manila, where for some time he had held the post of Governor-General. Readers may remember our favorable comments on that appointment last month. Mr. Kellogg had expressed to the President-elect his firm purpose to retire. It is no secret that Mr. Hoover regards Mr. Kellogg as one of those experienced elder statesmen who will be consulted about public affairs, and who, like Mr. Hughes and Mr. Root, will be available for special services. Mr. Stimson—profiting by the example that Mr. Hoover had set in visiting friendly countries and conferring with Latin-American statesmen before taking the oath of office—decided not to leave the Far East too precipitately. He found it feasible to visit China *en route*, where he acquired information that must be useful to him in his new post. He then proceeded to call at Tokyo, where the Japanese Premier Tanaka entertained him at dinner and gave him opportunity to confer with other statesmen and cabinet officials. In an interview on March 5, before sailing for the United States, Mr. Stimson is reported to have spoken "optimistically of the present condition of the Philippines," and is further quoted as saying "that native feeling had been brought to the stage where the leaders declared that faith in the United States had been restored."

Stimson and the Philippines

MR. STIMSON has accomplished much in a brief service at Manila, and he returns in good health with fresh impressions of China and Japan, and of Far Eastern affairs at large. No inconvenience resulted at Washington from Mr. Stimson's delay, inasmuch as Secretary Kellogg was willing to postpone his date of sailing for Europe, and was especially conversant with a number of highly important matters that were occupying the State Department, the most pressing of them being the new Mexican revolution. We shall refer to some of these matters in later paragraphs. Meanwhile it should be noted that the departure from Manila of Col. Stimson on February 23 was marked by unusual expressions of enthusiastic good will. Whether or not insular affairs may continue to be dealt with by a bureau in the War Department, or may be transferred to the Department of State, Mr. Stimson will doubtless have great influence henceforth in all that pertains to the relationships between the Philippines and the United States. There is great confidence in the Vice-Governor, Eugene A. Gilmore, who has held his present position for seven years, and is now for the third time in full authority as Acting Governor General, in the absence of a superior. Advices from Manila indicate a desire that Mr. Gilmore should be promoted to succeed Col. Stimson. Others have been mentioned for this place, including Gen. Frank McCoy, whose qualifications are exceptional.

Executives Retained in Office

WE ARE PUBLISHING SO luminous an article about the new Cabinet from the pen of Mr. William Hard that we shall not occupy much space in these editorial comments either to convey biographical information or to pay compliments. Cabinets never succeed by virtue of the previous prestige and reputation of their individual members. Past importance is forgotten, and the only thing that counts is present performance. It seems to us wise to have retained in office several members of the Coolidge Administration. Secretary Mellon and his Treasury organization have a unique record of achievement, and a strong hold upon the confidence of the business world. It was not easy for Mr. Hoover to find a new head for the Department of Labor who would be at once satisfactory to the various elements and interests that are concerned about that department and its bureaus, while also equal to the general rôle of a Cabinet adviser. Secretary James J. Davis has grown in mental stature and in public esteem with the exercise of his official duties, and Mr. Hoover has certainly "played safe" and avoided possible troubles by keeping Mr. Davis at his post. The choice of an Attorney General was seemingly unsettled until the last moment. The Prohibition unit will be transferred from the Treasury Department to the Department of Justice. Colonel Donovan, the popular and successful Assistant to the Attorney General, was so well known as a close personal and political friend of Mr. Hoover that he was almost if not quite the first man slated by the correspondents for the headship of the department. At the end, the choice fell upon another member of the department, namely, the Solicitor-General, William D. Mitchell, who had become prominent as a young lawyer in St. Paul, Minnesota, and whose record during the Coolidge Administration has been that of one of the most brilliant of an able succession of Solicitors-General, among whom have been such notable lawyers as Frederick Lehmann of St. Louis, John W. Davis, and James M. Beck. Another member of the Coolidge Administration was Walter F. Brown of Toledo, Ohio, an able lawyer who was one of the Roosevelt Progressive leaders in 1912, and was the Harding floor manager in the Republican convention of 1920. Under Mr. Harding he studied reorganization of executive departments and bureaus at Washington, and in 1927 he became Assistant Secretary of Commerce under Mr. Hoover. He is our new Postmaster General, and is exceedingly well qualified for a place in the Cabinet. Messrs. Stimson, Mellon, Davis, Mitchell and Brown, therefore, were already holding executive posts in the Coolidge Administration.

The New Cabinet Timber

AN INTIMATE PERSONAL FRIEND of President Hoover is Dr. Ray Lyman Wilbur, for many years President of Stanford University in California, and brother of the retiring Secretary of the Navy. Dr. Wilbur was associated with Mr. Hoover in war work, and is a man of rare personality and brilliant talents, who will make a distinguished career as Secretary of the Interior. It will be remembered that he was a

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THE PRESIDENT, VICE PRESIDENT, AND CABINET—ON THE WHITE HOUSE LAWN, MARCH 8

Left to right, seated: Walter F. Brown, Postmaster General; James W. Good, Secretary of War; Frank B. Kellogg, Secretary of State; President Hoover; Andrew W. Mellon, Secretary of the Treasury, and William D. Mitchell, Attorney General. Standing, in the back row, from left to right, are: James J. Davis, Secretary of Labor; Robert P. Lamont, Secretary of Commerce; Arthur M. Hyde, Secretary of Agriculture; Vice President Charles Curtis; Dr. Ray Lyman Wilbur, Secretary of the Interior, and Charles Francis Adams, Secretary of the Navy.

member of our delegation at the Pan-American Conference in Havana. As Mr. Hard explains in his article, Robert P. Lamont, the new Secretary of Commerce, is an engineer who has for a number of years served prominently as president or director at large of corporate enterprises, including the American Steel Foundries. We have seldom known in any President's Cabinet a business man of such experience and standing as Mr. Lamont. James W. Good, the new Secretary of War, is a lawyer who served as a Representative from Iowa for six terms, where his standing was of the highest. His retirement from Congress eight years ago was of his own choosing, and was regretted. His name was much in the newspapers during the summer and autumn because of his prominence as a Hoover leader in the campaign. It is enough to say that he is a man of full Cabinet size. The new Secretary of the Navy brings to the Cabinet a famous name. Students of our political history will be justified in believing it to be a happy choice that makes Charles Francis Adams, of Boston and Quincy, the new Secretary of the Navy.

*We Hail
Another
Adams!*

Hamiltonians and Jeffersonians alike must get some thrill from realizing that so fine a citizen and sportsman as the present Charles Francis Adams (who also has been Mayor of Quincy) sits in a President's Cabinet, and brings the Adams family once more to the front in our national annals. His father, a worthy publicist named John Quincy Adams II, was offered a place in Cleveland's Cabinet. The earlier

Charles Francis Adams was Lincoln's great war diplomat at the British Court. From an irreducible minimum list of our preëminent statesmen it would be impossible to exclude either President John Adams or President John Quincy Adams. Our Mr. Adams of today knows much about navies and ships, and we believe he will hold firmly to the sound creed that a strong American navy is the world's best possible guaranty for freedom of the seas, and also for the triumph of those principles that are set forth in the Kellogg Peace Pact.

*Gov. Hyde
Succeeds
Dr. Jardine*

The new Secretary of Agriculture—succeeding that admirable expert, Dr. William M. Jardine, of Kansas—is Arthur M. Hyde, of Missouri, who made a splendid record as Governor, and is intimately acquainted with rural conditions and all the problems of farm life. He is undoubtedly a big enough man to appreciate the value of the permanent experts who head the different bureaus, agencies, experiment stations and research laboratories of the Department of Agriculture. This department is a splendidly working scientific and economic agency, engaged in making the farmer's a true professional calling. It brings scientific aids of all kinds to the improvement of soils, crops, and domestic animals. Also, it labors to make the farmer more prosperous through informing him of local and general markets and supporting him in coöperative salesmanship. Taking Mr. Hoover's Cabinet as a whole, we may well expect its individual members to prove themselves excellent department

heads. We may also believe that they will work as a harmonious group, and in perfect loyalty to their chief. Mr. Hard takes this view, as our readers will see, of the cohesive qualities of the new Cabinet. There is no man among them who would seek to outshine the others. So far as we are aware, not one of these officials is of the domineering or self-seeking type. But this is enough of advance comment, and we shall know much more about these gentlemen of the Hoover family a year or two hence.

Revolt in Mexico

THE ALARMING SITUATION in Mexico grows out of presidential politics. Incidentally, it reminds us of the contrast between orderly democracies like our own and those, like Mexico, that have not reached the desired goal of stable self-government. As readers will remember, under the present Mexican constitution successive terms are forbidden. President Obregon had stepped aside, and his friend Calles had been elected for a four-year term. It was planned that Obregon should then resume office. Opposing candidates were accused of plotting against the government and were executed. Thus General Obregon was reelected on July 1, 1928, with only slight opposition, and was to have been inaugurated December 1. But Mexico and the world were shocked by the news of Obregon's assassination on July 17 last. The Mexican Congress chose the present incumbent, Portes Gil, to fill the office as temporary President, and another election is due to be held in November of this year. Some of the military and civil leaders of the northern states, Sonora, Chihuahua and Coahuila, with military associates at Vera Cruz and elsewhere, being intensely loyal to the memory of Obregon, were no longer in sympathy with Calles. They regarded Portes Gil as merely a convenient puppet of the surviving ex-President.

The Outbreak of March 3

FAILING TO CONTROL a recent convention of the so-called Revolutionary party, these anti-Calles leaders, seeing no prospect of victory through a legitimate political campaign, decided upon a concerted revolutionary *coup de état*. On the morning of March 4 our newspapers presented bold head-lines about a sudden Mexican uprising of the previous day, these rivalling in prominence the front-page lines relating to Mr. Hoover's inauguration. In the *New York Times*, for instance, the headings announced: "Army Revolts In

Eight Mexican States; Rebels Seize Vera Cruz and Nogales; Calles Named To Direct War On Them." It was evident that this was a revolt due to disagreement among leaders, and not a movement of the people based upon grievances. It is as if we had military as well as civil governors in Texas, California, and intervening and adjacent states, with federal authority relatively feeble, and with these state chieftains much more powerful and influential than the President and Cabinet at Washington. The story of these Mexican rivalries is a long and intricate one. In the present case sentiment about Obregon was more influential than ambition on the part of the local leaders.



THE PRESIDENT'S SECRETARIES
George Akerson (right), of Minnesota, was named by Mr. Hoover as Secretary to the President, and Lawrence Ritchie as Assistant Secretary.

No Reason for Civil Strife

IT SEEMED PROBABLE, as these sentences were written, that General Calles would soon succeed in suppressing the widespread rebellion. But the outcome was by no means certain. Secretary Kellogg, having acquired vast acquaintance with Mexican affairs and our relations to them, was still in office to aid and advise President Hoover in dealing with a serious foreign crisis at the very opening of his term. There was no hesitation in announcing adherence to the rule that the established government of Mexico might purchase munitions of war in this country, while insurgents were not thus to be supplied. Also it was deemed fortunate that our Ambassador, Mr. Morrow, had returned to his post. There were constant exchanges between the State Department and the Embassy, and a hundred questions a day were arising that such able and experienced men as Mr. Kellogg and Mr. Morrow knew how to answer. The outside world cannot find any sufficient excuse for a revolt that brings turmoil and distress once more to the Mexican people, whose chief need is peace, security, employment, education for their children, and what our Declaration of Independence calls "Life, Liberty, and the pursuit of Happiness." Outside the realm of politics, the Mexican skies were clearing, and pleasant things were happening. Col. Lindbergh was personally initiating the new air mail service between the United States and Mexico. His announced engagement to Miss Anne Morrow had aroused the friendly sympathies of the people of Mexico as genuinely as it had pleased the people of the United States. Mexico was on the threshold of a new era of business prosperity, and was resuming her rightful position in the councils of our western republics. Differences between Church and State seemed in a fair way to be reconciled in

Mexico—influenced, to some extent perhaps, by the agreements in Italy which have ended the long-standing feud between the Vatican and the Italian Government. It may be remarked, by the way, that in official circles in Washington it is not believed that the Catholic Church has had any part in this new outbreak of civil war, despite rebel professions of religious interest.

The Bolivia-Paraguay Conference

THE CIRCUMSTANCES that have kept Mr. Kellogg for several weeks in the Hoover Cabinet have not been without some fitting results, apart from Mr. Kellogg's experience in Mexican matters. On March 13 the conciliation conference to deal with the late clash of arms on the frontier between Bolivia and Paraguay was holding its opening session. The conciliators—as had been arranged by the Pan-American body which several months ago had drafted at Washington the treaties providing for conciliation and arbitration—are a group of nine members. Bolivia and Paraguay are represented by two each, and five neutral states supply the other five. These five states are Colombia, Uruguay, Cuba, Mexico, and the United States. Our representative is General Frank McCoy, whose part in the recent Nicaragua election is not to be forgotten. Mr. Kellogg opened the conference with an address, and since he is credited with having been influential in persuading Bolivia and Paraguay to accept conciliation, it was a felicitous thing that he should have remained in office for this occasion. It will be recalled that the task of the conference was to investigate the dispute which nearly brought war between Bolivia and Paraguay. Failing conciliation between these two nations, the commission is empowered to fix responsibility for the outbreak. The main problem of determining the boundary will not necessarily be settled, but doubtless that will come in time.



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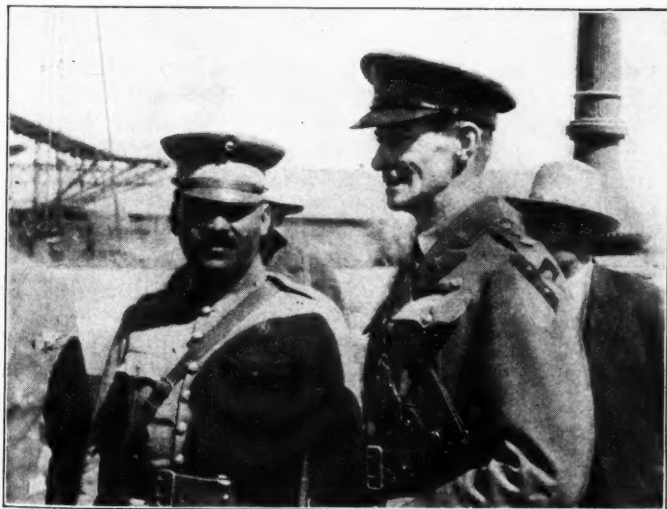
COLONEL LINDBERGH FLIES WITH MISS ANNE MORROW
Taking off from the flying field at Mexico City

Chile and Peru Coming to Agreement

ANOTHER AFFAIR THAT HAS been approaching adjustment, with Mr. Kellogg taking an especially friendly and benevolent interest in it, is the problem of the Tacna-Arica district on the west coast of South America. The attempt to settle this by holding a popular vote in the affected districts under direction of the President of the United States as arbitrator, proved itself a failure for practical reasons. Secretary Kellogg was influential in persuading Chile and Peru to resume diplomatic relations, and to try once more to settle their differences between themselves, without seeking outside verdicts or opinions. Our State Department last month had reason to believe that the negotiations were proceeding hopefully, and that an announcement might soon be made. National aspirations as well as territory are involved. It is to be inferred that if Bolivia is destined to acquire an outlet to the Pacific, such an arrangement would be based upon future negotiations and would not have any place in the primary settlement of the half-century-old dispute between Chile and Peru.

Ratifying the Kellogg Peace Pact

MEANWHILE, THERE IS ALSO propriety in the presence of Mr. Kellogg at the State Department desk, in view of the reception from abroad of numerous ratifications of the Kellogg Peace Pact. Before the middle of March, twelve of the original signatories had filed their ratifications, the three exceptions being France, Belgium, and Japan. It should be understood that delays do not indicate disapproval. Sometimes ratifications have to await the assembling of parliaments; or for other reasons of routine or formality they are late in arriving. Of the remaining powers that were invited to give their adherence to the treaty, twenty-eight had filed their ratifications, leaving twenty-one yet to complete the formalities of adherence. Nineteen of the twenty-one had declared their favorable intentions, and the two exceptions—Brazil and Argentina—were of course in no doubt, delay being caused by no lack of cordial approval.



MEXICAN AND UNITED STATES GENERALS IN CONFERENCE
General Flores, head of the revolutionist forces which captured Juarez early in March, and General George Van Horn Moseley, in command of United States forces at El Paso, on the Texas side of the international bridge.

*The Court
and Mr. Root's
Mission*

FURTHERMORE, IT WOULD SEEM that Mr. Kellogg's official period is to have some fruitful connection with our entering the World Court at The Hague. Hon. Elihu Root's mission to Geneva was regarded as promising of early results, and Secretary Kellogg was in constant communication with his distinguished American predecessor. The Committee of Jurists began with Mr. Root, on March 11, a study of the American reservations as they relate to the Monroe Doctrine, and to so-called "advisory opinions." At the bottom, it is a question having to do with the ambition of the League of Nations and the World Court to absorb universal control, and thus to weaken the institutions lately established in this hemisphere for the settlement of Pan-American questions. The United States will go as far as possible to take a place in the World Court; but no substantial interests are likely to suffer if Mr. Root's wise plan and persuasive arguments should not be accepted abroad. Mr. Root's position, it is well known, has been fully supported by such American authorities as Presidents Coolidge and Hoover, former Secretary Hughes, Secretary Kellogg, and the Secretary-designate, Mr. Stimson. Also it is understood that leading members of the Foreign Relations Committee, including Senators Borah and Swanson, Walsh, and Capper, are in accord with Mr. Root's position. While this subject is somewhat technical, and does not make strong appeal to the man in the street, it is regarded in diplomatic circles at home and abroad as of exceptional importance. Laymen will understand that any strengthening of the machinery of international justice—so long as American rights are protected—is to their advantage, even though the machinery itself interests only a few.

*Immigrants
and "National
Origins"*

THERE IS A PENDING SUBJECT, however, that hundreds of thousands of people have been studying with anxious interest, to which the press has been comparatively oblivious. It would be hard to guess how many millions of people in America and Europe have been concerned about our immigration laws. Will Hoover proclaim the National Origins Act on or before April 1, or will he not proclaim it? On the face of the law, such proclamation is mandatory. The law changes quotas in a striking way. It affects expectant immigrants in many countries; has a marked bearing upon steamship lines and railroads; is a real affair to many of our citizens of foreign birth or derivation who have friends and relatives abroad; and is also a matter of interest in circles of labor and employment. Our present immigration system is about twelve years old, the quota plan having been adopted in 1917. It has been amended somewhat since that time, and for some years it has had as its basis the national elements disclosed by the census of 1890. It has been the purpose of Congress, supported by public opinion, to continue immigration restrictions as a permanent thing. But it was desired to give the basis a more logical and fundamental appearance than the arbitrary use of a census count which in another year will be forty years old.

*The New Law
of 1924*

IN 1924 AN ELABORATE Immigration law was enacted, the important part of which, for the purpose of these remarks, comprised the substitution of a quota plan based upon so-called "national origins," for that of the census of 1890, the new plan to take effect July 1, 1927. To get at the facts of origin, a scientific study was to be made of the statistics of migration, with other census data. This was to be worked out by the Secretary of State, the Secretary of Commerce, and the Secretary of Labor, as a committee. These gentlemen, of course, were expected to use the experts of their respective departments in making the study. The results were to be proclaimed by the President, on or before April 1, 1927. Congress, however, decided upon postponement for two years, so that the date of proclamation became April 1, 1929. In the session that ended March 4, Congress attempted to defer this business for still another year. A vote to that effect passed the House by a majority of 191 to 152. This vote fell upon Sunday, March 3. On Senator Robinson's objection to Sunday law-making, action in the Senate was postponed until the morning of March 4; and in the press of closing hours a vote was not reached. This means that unless the new Attorney General advises President Hoover of legal or technical reasons for withholding the proclamation, the new immigration law will be declared in effect as of July 1. The law requires ninety days' notice; and if not proclaimed on or before April 1, it cannot have effect for another year.

*What
Changes
Are Involved*

ON FEBRUARY 27 of the present year, five days before his retirement, President Coolidge sent the following message to Congress: "I transmit herewith for the information of the Congress, a joint report by the Secretary of State, the Secretary of Commerce, and the Secretary of Labor, relating to immigration quotas on the basis of national origin." This report had been submitted on the previous day by Secretaries Kellogg, Whiting, and Davis. A departmental committee of six members, two from each department, had worked out the quotas, revising a previous report made just a year before. The chairman was Mr. Joseph A. Hill of the Census Bureau, and another member was Mr. W. W. Husband, Assistant Secretary of Labor. Estimating the white population of the country as nearly 95,000,000, the committee finds, in round figures, 41,300,000 derived from colonial stock, and 53,500,000 derived from post-colonial stock. Our foreign-born inhabitants number 13,712,000; their children, 19,190,000; and their grandchildren and later generations are set down as 20,629,000. The committee was instructed to distribute a total annual allotment of 150,000 on this principle of origins. The results are in some cases surprising and in some they are also disconcerting. Thus, of the total of 150,000, Great Britain and Northern Ireland are allotted 65,721. This compares with the present quota (based on the census of 1890) of 34,007. In other words, we would admit almost twice as many immigrants from those regions.

Irish, Germans and Northmen Barred

THE NEW ALLOTMENT to the Irish Free State is only 17,853 as compared with the present quota of 28,567. People of German origin will be naturally displeased, because the present German quota of 51,227 is reduced to 25,957. The present quota allowed to Sweden is 9,561, and the new quota is only 3,314. Norway's present allowance is 6,453, and this is cut down to 2,377. Denmark at present has a quota of 2,789, which is reduced to 1,181. These Scandinavians are perhaps the very best element of our entire immigration, if we judge by average quality of national groups as a whole. France's present quota is 3,954, and the new allotment is shrunk to 3,086. Italy, on the other hand, makes an appreciable gain. The present Italian quota is 3,845, and the new allotment is 5,802. The Russian allotment is slightly increased, being now 2,784 as against 2,248. Switzerland loses appreciably, the present quota of 2,081 being diminished to 1,707. Czechoslovakia loses a very little, the present quota being 3,073 and the "national origins" quota 2,874. Belgium, on the other hand, gains, the old and new figures being 512 and 1,304. Hungary gains also, 473 being compared with 869. Poland gains somewhat, the present quota being 5,983, while the new allotment is 6,524. The striking and drastic reductions are those that affect Germany, Ireland, and the Scandinavian countries. The conspicuous gain is that which almost doubles the allotment to the United Kingdom of Great Britain and Northern Ireland.

Some Effects and Influences IT IS WELL-KNOWN British policy to encourage migration to Canada, Australia, New Zealand, and South Africa. So far as we are aware, there is no sentiment in Great Britain that would have welcomed a change in our American laws to reduce Scandinavian, Irish, and German migration to the United States in favor of English emigrants. It is reported that the prospective curtailment of Scandinavian emigration to America may change the construction plans of the Swedish-American steamship line. German plans may also be affected. In view of the excellent quality of recent Irish accessions, the shrinkage of about 40 per cent. is to be regretted. It should be remarked that neither the old nor the new plan affects those neighbors who were born in Canada; but British and other foreign-born persons coming by way of Canada must be assigned to the quotas of their respective nationalities. If action in the Senate at the end of the session had been in agreement with that of the House, undoubtedly President Coolidge would have signed the bill providing for postponement for another year. It will still be possible for the new Congress to act on this subject in special session. Nobody could be as

well aware of the complications and difficulties of the whole business as Mr. Husband of the Department of Labor, and certain other experts and statistical authorities at Washington. In his inaugural address Mr. Hoover stated that the extra session of the Seventy-first Congress, called for April 15, would be asked to deal with the farm question, and with a limited revision of the tariff. But inasmuch as the bill providing for the taking of the Census next year was not finally enacted into law, that subject will probably come up at the new session. Similarly, it is probable that the bill for reapportioning seats in the House of Representatives will be further considered, in order that legislatures may have time to rearrange Congressional districts before the election of a new Congress in the autumn of 1930. It would seem not impossible that if Mr. Hoover should be advised that he must proclaim the national origins immigration law to take effect July 1, Congress might in the extra session still decide to intervene and provide for further postponement.



HON. W. W. HUSBAND
Formerly Commissioner of Immigration and
Now Assistant Secretary of Labor.

Last Doings of the Seventieth Congress

CONGRESS ADJOURNED in amiable mood. The tributes to Senator Charles Curtis, who was about to take the oath as Vice-President, were as hearty from the Democratic as from the Republican members. In their private relations party lines do not keep Senators from warm personal friendships. Mr. Garrett, the Democratic House leader, long in Congress from Tennessee, will be greatly missed. Some sixty members of the last House are not on the roster of the Seventy-first Congress. Absence of Senator Reed of Missouri, Senator Bruce of Maryland, and Senator Edwards of New Jersey, will leave the "wet" forces in the upper chamber greatly depleted. Senator McLean of Connecticut and Senator Bayard of Delaware are now in private life. Every one complimented Speaker Longworth, who will be continued in his high post in the coming Congress. On the square issue, the Senate voted 48 to 32 in favor of appropriating funds to maintain the Marines in Nicaragua. The new Navy bill provided \$12,370,000 to start cruiser construction. The Senate rejected the suggestion to take Marines out of Haiti. This was a triumph for peace and common sense. The President knows much better than Congress just how to handle the Marine question. On February 25, the Senate passed Mr. Edge's resolution providing for a survey of the proposed inter-oceanic canal through Nicaragua, with an initial appropriation of \$150,000. President Coolidge provided for this item in budgetary additions to a deficiency bill. There seems no doubt that this canal enterprise will go forward in Mr. Hoover's Administration. Each year sees a new high record established for traffic through the Panama Canal.

Bootleggers, Take Notice! TWO DAYS BEFORE LEAVING office Mr. Coolidge signed the Jones bill, which provides penalties for the violation of the Volstead Act. The law now makes it possible to prosecute such violators for felonious crime, with a maximum penalty of five years' imprisonment or \$10,000 fine or both. The real object is not to create extreme punishment for trivial misdeeds. Its principal purpose is to make possible the deportation of numerous foreign bootleggers, who are a nuisance and a stench in the nostrils. Also a few king-pin chieftains of the underworld, who control politics and police administration in our large towns, and who amass unholy millions in the liquor business (while the thousands of forlorn operators of speakeasies can hardly pay their rent, and are to be rather pitied than incarcerated), may well be sent to Atlanta for maximum terms under the new law. This Jones measure is a good one, and we are glad President Coolidge signed it. We shall see what the new Attorney General can do to scatter the undesirable aliens, and to deal with those mysterious plutocrats who employ gunmen and gangsters in their operations. Mr. Hoover will appoint a commission to go thoroughly into law violation, and to deal especially with the subject of Prohibition enforcement.

*Cuba
as an
Example*

Ever since the events of the Spanish-American War, thirty years ago, the world at large has been concerned about the position and the policies of the government of the United States. At that time we occupied Cuba and ended four hundred years of Spanish rule in that wealthy island, the acquisition of which had been one of the chief objects that inspired the withdrawal of the southern states almost seventy years ago. Having renounced the idea of annexation, we have substituted a policy of intimate political and economic relationships. Cuba in the international sense has become an associate and an ally of the United States. Meanwhile, the Island is a creditable member of the family of nations, influential also in the group of Latin-American states. Havana has become one of the beautiful cities of the world, a health resort, a winter paradise, a model of sanitary administration. By degrees industry, agriculture, commerce, and the pursuit of the finer and better social advantages of the twentieth century, have been tending to lessen the dangers of political factionalism and revolution.

*Sound
Policy
Rewarded*

The world recognizes Cuba as owing its transformation largely to enlightened and consistent policy on the part of the government of the United States. Mr. Hoover on his Latin-American tour did not find time to visit Cuba, but he is keenly aware of every step in the Island's past progress. He knows the questions yet to be answered in the domestic and foreign situation at Havana. There was ample reason for the concessions which have given certain Cuban products, especially sugar, a favored place in the American market. The grounds for maintaining this tariff preference in favor of Cuba are more tangible

and convincing than those that have brought about the preferential trade relations between Great Britain and the self-governing Dominions. The connections between Cuba and the United States—political and governmental, as well as economic—are more palpable than those between Canada and Great Britain. On both sides it is desirable that these relationships should not be severed. It is true that at present the world's sugar supply seems to be excessive; and low prices have seriously affected the beet-sugar producers of our western states. But Cuba is a limited area, while the growth of a sugar-consuming world population is not thus limited.

*The Sugar
Tariff*

THE BEET SUGAR and the cane sugar of the United States should continue to benefit by a reasonable tariff protection that, in the near future, will be sufficient without any sharp reversing of our Cuban policy. The naval station that we have maintained for three decades at Guantanamo, on the south shore of Cuba, is advantageous alike to both countries. Cuba gives us a valuable outlet for machinery and manufactured supplies of all kinds. Thus we should make a great mistake if in the revision of our tariff we should do anything to disturb the well-established interchange of commodities between Cuba and the United States. It is true that we must not neglect policies for the maintenance of high wages and farm prosperity here at home. But the good-will of neighbors like Cuba is too valuable an asset to be sacrificed in order to support higher prices for domestic sugar at a moment of temporary need. The total volume of our sugar consumption is now approaching fourteen billion pounds. The per capita consumption has increased almost 50 per cent. in twenty years, and is now probably more than a hundred and fifteen pounds. The Cuban government is even more anxious to maintain standard prices for sugar than are our own beet sugar farmers and manufacturers. We may expect that the sugar market will adjust itself in the early future, and we should not be in haste to adopt drastic tariff changes as a true remedy. In hurting Cuba greatly, for the sake of benefiting ourselves slightly, we might in the end hurt ourselves most of all.

*Extra Sessions
for Tariff
Tinkering*

AN EXTRA SESSION to revise the United States tariff is not, historically speaking, an advantageous circumstance for any Administration. It is difficult to say whether tariff increases or tariff reductions are the more disturbing. Industry and commerce become adapted to particular schedules, and they like the assurance of stability. Spokesmen for many interests have now appeared before the Ways and Means Committee, demanding tariff increases. We do not question the sincerity of their arguments or the accuracy of their statistics. But it is obvious that they see the things they describe from a detached and narrow point of view. It is always difficult for Congress to write a suitable tariff measure, for the simple reason that Congressmen are not elected by the United States at large, but represent particular constituencies. They

must support as well as they can the demands of their own people. Western farm districts have been taught to believe that higher tariff rates are a necessary part of the program of agricultural relief. Many eastern manufacturing districts, facing the facts of increasing competition from abroad—especially now that Germany is producing many good articles for export at a low price—are demanding revised schedules with considerable advances in certain rates. There are others who propose to make the protective system more effective by changing the administrative features and substituting American valuation for the actual European invoices. The tendency now, as always heretofore, is to revise the tariff on the "log-rolling" plan.

Captaining the Ship of State

THE ONLY REPRESENTATIVE of the country at large, in its domestic and foreign policies, is the President. Even in tariff making he should steer the ship and determine its main course. Fortunately, Mr. Hoover as Secretary of Commerce for long years had mastered not only the facts and figures involved in tariff policies, but also the far-reaching principles that affect the movements of trade. President Taft, who was undoubtedly in sympathy with a broader and more reasonable tariff policy, was greatly occupied during the opening weeks of his Administration in 1909 with appointments. He failed to dominate the policies of the extra session. There were important vacancies on the federal bench. There were ambassadors and ministers to be chosen for foreign service. There were promotions to be made and changes of station in the army and navy. There were almost endless questions relating to the immediate executive organization at Washington. About all these things President Taft was perhaps excessively deliberate. He allowed his time to be taken by the friends of competing applicants for a vast number of positions. He was especially concerned about the judiciary; and he gave a measure of personal attention to such matters as the selection of a District Judge that served to illustrate the overwhelming fact that the Presidency is an office that could readily absorb all the time and strength of twenty men even of the caliber and experience of a Taft or Coolidge or Hoover.

Canada and Tariff Walls

CLUMSY TARIFF-MAKING has more than once proved to be a boomerang. Our friends in Argentina, for example, are already very sensitive on tariff relations, and Congress should be careful not to sacrifice South American good will. The growing market for American goods in the Latin-American republics might be seriously hurt by tariff changes only slightly beneficial to some class of producers seeking a complete monopoly of the domestic market. Most of all, it would be unstatesmanlike to build a higher trade wall than already exists between the United States and Canada. Relatively small as is the population of the Dominion, this next-door neighbor has become actually our largest customer. Until a year or two ago Great Britain stood first, with Canada a close second. But the average Canadian family now spends about four

times as much on commodities produced in the United States as does the family in the United Kingdom. We are also importing far more goods from Canada than from any other country; but we buy much less from the Canadians than they buy from us. With no thought of mere palaver, it is literally true that no other country in the world is so fortunate in the sum total of its relations with a neighboring country as is the United States in its varied contacts and transactions—commercial, social, and cultural—with the Dominion of Canada. Looking to the future, a gradual lowering of tariff barriers, and a steady movement toward commercial reciprocity, would be advantageous to both countries. Certainly at this time it would be a shortsighted and unstatesmanlike performance to set up new tariff rates that our Canadian neighbors would regard as hostile to their interests. There are certain commodities the price of which is fixed in world markets. It is merely unintelligent to exclude such things from the United States by menacing tariff ramparts. Again, these are matters that Mr. Hoover understands. It is to be hoped that his message to Congress on the tariff question will not fail to emphasize broad principles of policy, as against extreme demands of localities or special interests.

Good Will a Factor in Tariff

MR. HOOVER HAS COME into personal contact with conditions in Central America, and he understands the reciprocal advantages of our growing commerce with those republics. New England has on foot a great program looking to the future well-being of the six states that make up this high-spirited and beautiful section of our country. For a generation following the Revolution every farm in New England had its productive apple orchard, and the highways were lined with apple trees bearing fruit for any passer-by who desired it. A proper business policy in those states, without the slightest aid from the schedules of a reinforced agricultural tariff at Washington, would restore apple production throughout New England. This would have results far more bountiful and valuable to apple-growers than if a blow were dealt to the banana raisers of the Caribbean regions, by tariff rates high enough to make bananas doubly expensive to workingmen's families. The vast population of cities, towns, and villages would take the supply of apples at prices profitable to the producer, if the business of transportation and marketing were properly organized. Protective tariffs are valuable to a certain extent, but they may be harmful if they do violence to established lines of export and import upon which peoples in other lands are dependent, and which in turn help to keep our people employed in shops and factories. Mr. Hoover understands these things well. He is in a position of trusteeship, so to speak, for interests that transcend those that may be urged on behalf of some particular locality or product. There is a rule of reason that applies, and this rule cannot always be safely formulated *ex parte*. Unfortunate mistakes in tariff revision might sacrifice all that valuable good will which resulted from Mr. Hoover's visit to Latin-America.

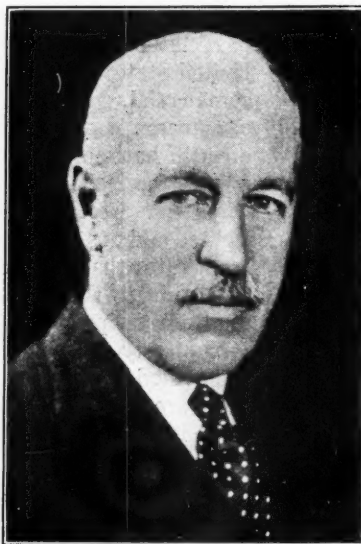
Boys' Clubs in Chicago

WHILE CONGRESS in the special session must study the problems of rural life, this Crime Commission will of necessity be devoting itself largely to conditions that center in our great towns. Last month we published a striking article on "Boys, Gangs, and Crime," by Howard McLellan, showing how young criminals are made. In that article it was stated that the supervision of boys in public playgrounds, and the establishment of such wholesome places of resort as boys' clubs, were of enormous value in the protection of juveniles from evil influences that lead to criminality. We are following up that subject this month by publishing a statement from a distinguished citizen of Chicago, Mr. Burrige D. Butler, who tells briefly of the Boys' Club movement in Chicago, now generously supported by the Union League Club of that city. Mr. Butler is one of the directors of the Boys' Club Federation, of which Calvin Coolidge is honorary president, with William E. Hall of New York, president; John Hays Hammond, vice-president; Albert H. Wiggins, the New York banker, treasurer; and William Ziegler, Jr., secretary. Mr. Butler is chairman of the Middle West Division, and apart from his work for boys and his activities of a philanthropic nature, he is publisher of the *Prairie Farmer*, and owner of the great radio station, WLS, whose programs appeal especially to the homes of the agricultural Middle West. Mr. Butler is a man of the modern type, who approaches the country boy on the farm and the city boy in crowded districts with equal understanding, and with no misgivings about the essential right-mindedness of "young America."

Melville Stone,
Servant of
Public Opinion

MR. BUTLER, to whom the foregoing paragraph refers, was formerly a daily newspaper man in Minneapolis, and he has now been a Chicago publisher for more than twenty years. The press of Chicago has always had a wide influence upon the course of affairs, and it has given the country some of the foremost leaders of American public opinion. Among these was Victor Lawson, whose death, several years ago, was mourned by men of the press and of affairs throughout the country. In Mr. Lawson's earlier career, his associate and partner was a brilliant editor named Melville E. Stone. Later Mr. Stone became head of the Associated Press, the organization of which, in its present comprehensive character, places

it in the front rank of the country's institutions for the enlightenment of the people and the advancement of knowledge. So great is the reliability of the Associated Press as Mr. Stone conceived of it—and as its leading members supported him in developing it—that it may well be called a part of that underlying constitution of social and political life which forms the basis of our success in self-government, and in the worthy activities of the community. Mr. Stone, who had long made New York his headquarters, died on February 15, in his eighty-first year. His successor in the active direction of the Associated Press for several years has been Mr. Kent Cooper, but Mr. Stone was regarded by the Associated Press as its honorary chief, and his death was the occasion for many well-merited tributes. His fame was international, and his knowledge of men and affairs was almost unequalled. With rare endowments of culture and with sparkling wit, he possessed steadfast moral courage and a judgment in public affairs that was almost infallible.



GENERAL W. W. ATTERBURY

A Railroad Man of Vision

IT IS NOT EVERY LEADER of technical training and long experience in so special a field as the operation of railroads who can adapt himself, in buoyant fashion, to the rapid changes that are nowadays affecting travel and communication. At the head of the Pennsylvania Railroad, however, there is a man of imagination and of open mind, who shows in the railroad field the qualities that mark the directing minds of the Radio Corporation and the great motor industries and that give promise to commercial aviation. General W. W. Atterbury, president of the Pennsylvania system, has had the courage to go into partnership with an airways competitor, so that in the near future the traveler may go to California in two days, flying by daylight and sleeping in a Pullman car at night. Gen. Atterbury has still more recently announced that the Pennsylvania Railroad recognizes the value of motor omnibuses for auxiliary passenger travel, and of motor trucks for handling local freight. Instead of scolding about these new competitors—who use freely the public highways to main-



THE LATE MELVILLE E. STONE

tain which the railroads are smartly taxed—Gen. Atterbury cheerfully proposes to join hands with them as welcome agencies. His corporation is engaged in moving people and goods, and will adapt itself to the times. Its great trains running on rails will long be the backbone of the enterprise,

and the major source of revenue. But its patrons will soon be served by having omnibuses and trucks, working on standardized plans and schedules, provided for their convenience as additional facilities. Gen. Atterbury has, at our request, written about these new movements in an article that appears in our present issue. Like Gen. Harbord, head of the Radio Corporation, and other men now leading in enterprises of twentieth-century magnitude, Gen. Atterbury served his country well in the World War. Also, he lives and labors in harmony with his fellow employees of the road: in short, he deals at first hand with labor questions as with others.

*Gen. Dawes
Goes
Forward*

GEN. CHARLES G. DAWES, who retired on the 4th of March from his high office as Vice-President of the United States, was also an eminent figure in the World War. There was no Senator who was grudging in his praise, as Mr. Dawes retired from his place as presiding officer of that august body. He gained a high place among business men as a Chicago banker before he went to France to become business manager, so to speak, for Gen. Pershing and the A.E.F. He sold some billions of dollars' worth of war material to France at the end of the war; and after coming home he spent a year or more in helping to place the United States Government on a sound budgetary basis. He is too young and vigorous to become a man of leisure, and will find large tasks waiting for him. At this writing it is reported that later he may be appointed Ambassador to the Court of St. James's. Meanwhile, on the 3rd of March details were published to the effect that Gen. Dawes would head a commission for the final readjustment of the government of Santo Domingo. The commission was to sail on March 28. A budget system will be installed, and a scientific method devised for the control of public expenditures. The commission consists of Gen. Dawes (chairman), Gen. Harbord, Mr. Sumner Welles (a former American commissioner in Santo Domingo), Mr. Smither and Mr. Roop (well-known budget experts), Mr. Robinson (vice-president of the Illinois Steel Company), and Mr. Seidemann of the Institute of Government Research. It was reported from Santo Domingo that Hon. James W. Wadsworth of New York might later join the commission. This is another instance of American help in the economic adjustment of difficult situations outside our own national territory. We commented last month upon the American members of the Reparations Conference, now in session, and upon the Kemmerer group of experts who had gone to assist the new nationalist government of China.

*Simonds on
The British
Attitude*

WE SHALL WAIT until next month to comment upon the progress of the group of international experts in banking and finance who are at work in Paris, with Mr. Owen Young as chairman, upon the further problems of German reparations. Mr. Frank Simonds will deal with that subject, as the



THE RETIRING VICE-PRESIDENT AND HIS SUCCESSOR
General Dawes offers congratulations to Senator Curtis

news may develop. German and French views are so far apart that, to say the least, it will be hard to secure acceptance of any workable compromise. In the present number Mr. Simonds writes with great frankness on the British attitude toward the United States. Readers should remember that Mr. Simonds is reporting things as they are. It is not his object or mission to join in propaganda one way or the other. They write and speak frankly in England, but somehow the British press thinks it unpleasant if Americans write or speak with equal frankness, when subjects arise about which opinions differ. As regards control of the seas, Mr. Simonds takes the view that we have not yet attained full independence. In domestic affairs, we—like Canada—are an independent and sovereign nation. But we have always sailed the oceans, Mr. Simonds would say, subject to the overlordship of the British Empire. Our interests are not, however, compatible with the control of the high seas by any particular country; and it is this situation that Mr. Simonds discusses with his unsparing analysis. There is not a line in his article that is hostile toward our British friends, with whom, indeed, we Americans desire and expect to coöperate through long centuries to come. Truth is wholesome, and it is desirable at times to express it plainly. Mr. Coolidge did this in his Armistice Day speech, and Mr. Simonds does not shirk it in his present article. Discussions of this kind, far from prefacing disturbance of the peace, are leading the way through clear sunshine to honest agreements. Therefore we commend Mr. Simonds' analysis not only to our American readers, but to those across the sea as well.

A Record of Current Events

FROM FEBRUARY 12 TO MARCH 14, 1929

PROCEEDINGS IN CONGRESS

February 13.—Both branches assemble in the House chamber while four members open registered-mail packages received during January from all the forty-eight states; it is "ascertained" that Herbert Hoover was elected President on November 6 and that Charles Curtis was elected Vice-President.

February 18.—In the Senate, Mr. Reed (Dem., Mo.), retiring on March 4, after eighteen years service, speaks at length against prohibition, declaring it the worst crime in our history; Mr. Borah (Rep., Idaho) replies.

February 19.—The Senate, 65 to 18, adopts a bill increasing penalties for prohibition violations.

February 25.—The House for the second time rejects the proposal (already passed the Senate) to appropriate \$24,000,000 additional for prohibition enforcement.

February 28.—The House by vote of 283 to 90 accepts the Senate measure increasing jail penalties and fines for prohibition law violations.

In the Senate, an investigating committee reports presidential campaign expenditures of \$9,443,604 by Republicans and \$7,152,511 by Democrats.

March 1.—Senate and House conferees agree upon \$3,177,914 as an additional sum for prohibition enforcement.

March 3.—Both branches assemble in Sunday session.

The House adopts a resolution postponing for another year the national-origins basis of the immigration law of 1924.

The Senate adjourns after criticism by Mr. Robinson, of Arkansas, Democratic leader, of the idea of transacting business on the Sabbath.

March 4.—The Seventieth Congress comes to an end, with all appropriation bills passed and with the knowledge that the new President will call a special session of the next Congress to deal with farm relief and tariff revision.

March 5.—The Senate receives from President Hoover his nominations for eight Department heads (see page 53), and promptly confirms them; two members of the Coolidge Cabinet remain in office.

AMERICAN POLITICS AND GOVERNMENT

February 13.—The President signs the bill providing for the construction of fifteen cruisers.

That the proposed summer White House is to be on Mount Weather, Virginia, in the Blue Ridge Mountains, is indicated by an appropriation asked for remodeling Government property there.

February 19.—President-elect Hoover returns to Washington from an extended vacation in Florida.

February 22.—President Coolidge, speaking at George Washington University, declares that our foreign relations have rarely been in a more happy condition.

February 23.—A bill signed by the President provides that the Chief of Staff shall have the rank of General.

Henry L. Stimson leaves his post as Governor-General of the Philippines to become Secretary of State in the Hoover Cabinet; he will first visit China and Japan.

March 4.—Herbert Hoover is inaugurated as President of the United States and Charles Curtis as Vice-President, with rain marring the ceremonies; in his inaugural address the President dwells upon increasing crime and disregard for law, upon the relationship of government to business, upon world peace, and upon his intention to carry out the party platform.

March 5.—Calvin Coolidge arrives at his home in Northampton, Massachusetts.

March 7.—President Hoover calls extra session of Congress to meet at noon, April 15, to consider agricultural relief and limited changes of the tariff.

March 8.—President Hoover announces that the law enforcement commission he will appoint is to study not only Prohibition, but redistribution of functions and simplifications of methods of the entire federal machinery of justice.

March 12.—The President announces that, to conserve the country's oil resources, no government oil lands will be sold or leased except when made mandatory by Congress.

March 13.—Governor Roosevelt of New York, Democrat, vetoes items totalling \$54,682,640 in a budget of \$249,000,000, in a dispute with Republican leaders in the Legislature over control of the executive budget.

FOREIGN POLITICS AND GOVERNMENT

February 20.—It is reported from Moscow that bread cards will be issued after March 15; there is no scarcity, it is claimed, but bread is being fed to cattle because it is cheaper than fodder.

February 21.—Fighting breaks out again in China after a period of quiet; the scene is near Chefoo, in Shantung, and the revolt leader is Marshal Chang Tsung-chang.

In Changsha, Hunan Province, the Nationalist government is overthrown by soldiers of General Yeh-chi, inspired by an opposition group at Hankow.

INTERNATIONAL RELATIONS

February 12.—Dr. Hjalmar Schacht, German delegate at the Reparations Conference in Paris, paints a picture of the financial burden upon his country.

February 19.—The Secretary of State, Mr. Kellogg, revives the possibility of adherence by the United States to the Permanent Court of International Justice, by inviting governments adhering to the court to discuss informally among themselves a



WASHINGTON'S RAINY INAUGURATION DAY

A general view of the parade coming down Pennsylvania Avenue from the Capitol, after the ceremony at which President Hoover took office.

way to satisfy their objection to the Senate's reservation.

March 1.—The French Chamber of Deputies, voting 582 to 12, ratifies the Kellogg treaty condemning war.

March 2.—Eleven nations exchange ratifications of the treaty condemning war, through their representatives at Washington; three more will complete the number which signed the treaty.

March 5.—Elihu Root, eighty-four-year-old former Secretary of State, presents to a Committee of Jurists in Geneva a formula designed to bring about American adherence to the World Court; it is favorably received.

A REVOLUTION IN MEXICO

March 2.—Revolution recurs in Mexico; in the State of Vera Cruz Gen. Jesus M. Aguirre seizes control.

March 3.—The states of Sonora and Coahuila are in the hands of sympathizers with the uprising against President Gil, and eight states in all are claimed.

March 6.—Mexican federals take Monterey, evacuated by Gen. Gonzalo Escobar, leader of rebels.

March 8.—Two thousand Mexican rebels under Gen. Miguel Valles capture Juarez, across the Rio Grande from El Paso, from outnumbered federal forces.

March 12.—President Portes Gil of Mexico announces suspension of further enlistments on the ground that the revolution has failed; General Calles, with army of 20,000 federals, moves to attack rebel stronghold at Torreon.

ITEMS OF BUSINESS INTEREST

February 19.—The Baltimore & Ohio R. R. places before the Interstate Commerce Commission its plan for control of the Reading and Jersey Central lines and the creation of a new transportation system of first rank.

February 26.—United States Steel Corporation directors vote to retire all bonds, totaling \$271,385,000, by issuing new stock to present shareholders at a price to be determined later.

March 2.—The Federal Oil Conservation Board gives warning that wells in the United States are being depleted faster than those elsewhere; more oil should be imported.

March 7.—Col. Robert W. Stewart is ousted as chairman of the board of directors of the Standard Oil Co. of Indiana, being defeated by forces under John D. Rockefeller, Jr., on an issue of business ethics.

March 13.—The Interstate Commerce Commission orders the New York Central, Baltimore & Ohio, and New York, Chicago, & St. Louis (Nickel Plate) Railroads to divest themselves of the 51 per cent. of Wheeling & Lake Erie Railroad stock they hold.

OTHER OCCURRENCES

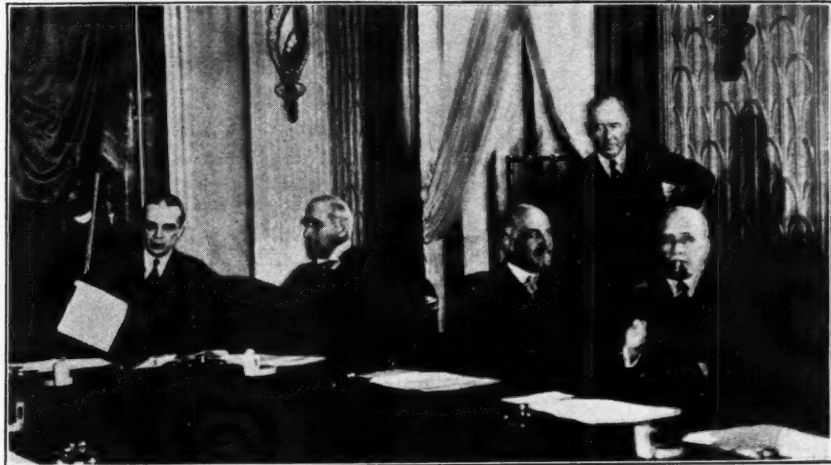
February 13.—The Salvation Army's High Council, meeting in London, deposes Bramwell Booth, General of the Army since 1912, on the ground of illness and elects Edward J. Higgins (Chief of Staff) as his successor.

February 18.—"Televox," the mechanical man of the Westinghouse Electric Company, responds to a siren on an approaching plane and turns on the lights of the new air field of the Port of Newark (see page 126).

February 19.—Commander Byrd reports by wireless the discovery of new land in the Antarctic, observed from his plane and named for his wife, Marie Byrd Land; it is mountainous, the peaks rising 8,000 to 10,000 feet.

February 23.—The first airplane flight across the United States from Canada to Cuba is accomplished by George Haldeman; he covers 1,404 miles in 13 hours.

The State Department compiles figures indicating that



MEETING TO DETERMINE THE AMOUNT OF GERMAN REPARATIONS
Experts of the Young Committee photographed at their opening session in Paris. Left to right: Owen D. Young (chairman) and J. P. Morgan, United States; Sir Josiah Stamp, Great Britain; Thomas Lamont (standing), United States, and Lord Revelstoke, England.

392,668 Americans reside in foreign lands, nearly two-thirds of them in Canada.

February 26.—Unemployed in Great Britain total 1,458,000; in the month before the strike of 1926 there were 996,645.

February 28.—It is reported from Moscow that an agreement has been reached between Soviet authorities and Sir Henry Deterding's British oil interests, for exporting oil.

March 9.—Col. Charles A. Lindberg inaugurates a new air mail and passenger service between Mexico City and Brownsville, Texas, by flying the first plane over the route.

March 11.—The world's automobile speed record is broken when Major H. O. D. Segrave, English racer, who drives his "Golden Arrow" at the rate of 231.36 miles an hour at Daytona Beach, Florida.

March 13.—Dr. Frederick L. Hoffman announces that the murder rate in this country has doubled since 1900, jumping from 5.1 to 10.1 per 100,000 population.

OBITUARY

February 11.—Frank P. Flint, U. S. Senator from California, 1905-'11, 66.

February 12.—Charles Custis Harrison, head of the University of Pennsylvania, 1894-'11, 84. . . . Lily Langtry (Lady de Bathe), the famous actress beauty, 74.

February 15.—Melville E. Stone, founder of the Chicago News in 1876 and manager of the Associated Press from 1893 to 1921, 80.

February 17.—Edward J. King, Representative in Congress from Illinois, 61. . . . Admiral Sir Francis Bridgman, former First Sea Lord of the Admiralty in Britain, 80. . . . Briton Chadden, one of the two founders and editors of *Time*, 31.

February 24.—Sir Vincent Meredith, chairman of the board of the Bank of Montreal, 79. . . . André Messager, French composer and opera director, 75. . . . Frank Keenan, American actor, 70.

February 25.—Rev. Newell Dwight Hillis, D.D., noted Brooklyn preacher and lecturer, 70.

February 28.—Harvey O'Higgins, widely known as a writer of humorous fiction, 52.

March 1.—Royal H. Weller, Representative in Congress from New York City, 47. . . . Louis D. Gibbs, Justice of the Supreme Court of New York, 48.

March 3.—Haley Fiske, president of the Metropolitan Life Insurance Company, 77.

March 6.—David Buick, founder of the automobile company bearing his name, 74. . . . Thomas Taggart, for nearly forty years head of the Democratic party in Indiana, 72.

March 7.—Theodore F. Mersilis, president of Johns-Manville Corporation and director in many other corporations, 65.

Current Topics in Cartoons

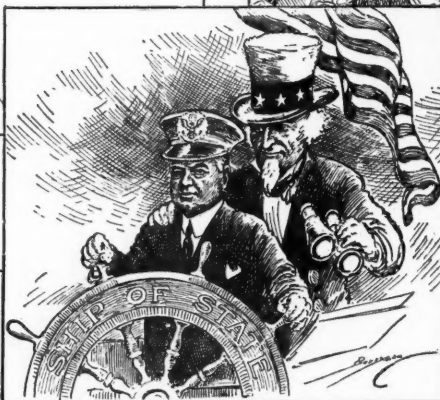
The New President & Federal Reserve Policy & Reparations



"COME, BOYS. MEET YOUR STEPPATHER!"
By Morris in the *Tribune* (Tampa, Fla.)



ANOTHER ENGINEERING JOB FOR MR. HOOVER
By Evans in the *Dispatch* (Columbus, Oh.)



(Center)
RIGHT BEHIND YOU
By Berryman in the *Evening Star*
(Washington, D. C.)



ALL RIGHT—LET'S SEE IT WORK
By Talburt in the *Telegram* (New York)



THE NEW TEACHER
By Kirby in the *World* (New York)



LOCK UP THE FATTED CALF!
By Knott, in the *News* (Dallas, Texas)



ICARUS UP TO DATE
By Battenfield, in the *Journal* (Chicago)

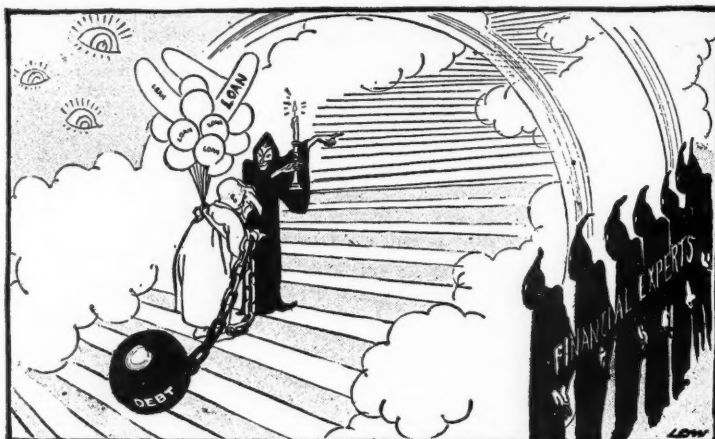
The principal topic of interest for Americans last month was the inauguration of a new President. Calvin Coolidge, chief executive since August, 1921, retired to his home at Northampton, Massachusetts, and Herbert Hoover of Iowa, California, and the District of Columbia took up the reins of leadership. The other leading topic of domestic interest was the stock-market in its relation to Federal Reserve policy. Warnings have been issued, not so much against inflated values of securities as against the tendency to divert surplus funds from productive channels into further stock-market speculation. With every warning comes a period, usually quite brief, of recession in prices.



SAVING HIM FROM HIMSELF
By Gale, in the *Times* (Los Angeles)



A DELICATE SHOT TO MAKE
By Thiele, in the *Times-Mirror* (Warren, Pa.)



THE JURY'S DILEMMA

The International Reparations Committee: "Can this German person's poverty be genuine?"

By Jordan, in *De Groene Amsterdammer* (Amsterdam)



AMERICAN SINCERITY DOUBTED

Uncle Sam: "As you see, Peace is within reach."

By Camerini, in *Il Lavoro* (Rome)

IN REPARATIONS DREAMLAND

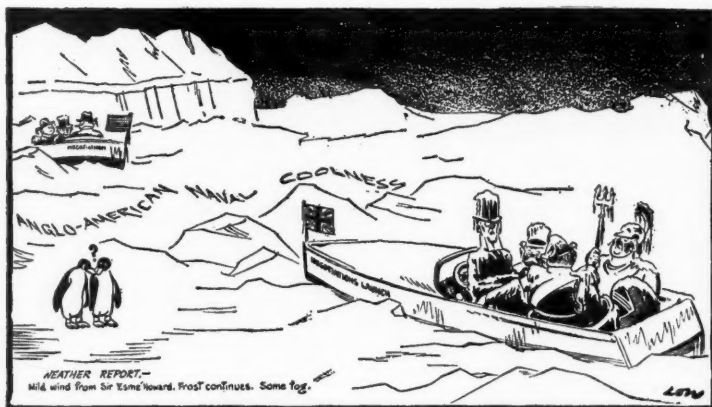
The Guide (Parker Gilbert) to the German: "The first seven million miles are the hardest, after that you get used to it."

By Low, in the *Evening Standard* (London)



AMERICA PASSES THE HAT

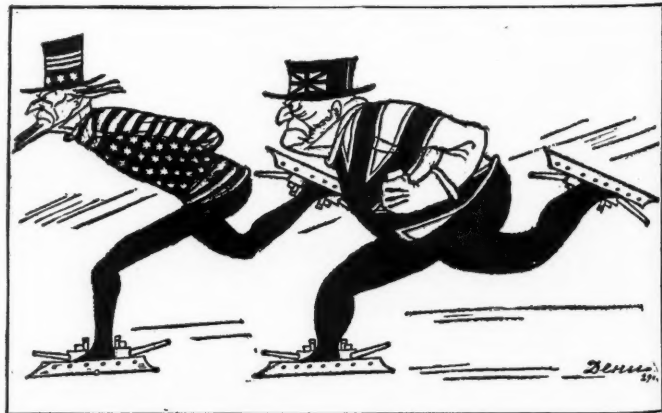
The people of Europe deliver their treasures. From *Simplicissimus* (Munich, Germany)



WAITING FOR THE THAW

A coolness in Anglo-American naval relations.

By Low, in the *Evening Standard* (London)



SPORT!

A Russian view of the race for naval supremacy.

From *Pravda* (Moscow)

Sidelights on the New Cabinet

By WILLIAM HARD

THE BIOGRAPHICAL DATA and the anecdotal juvenilia of the members of Mr. Hoover's Cabinet have been amply published. Much remains to be said, however, not only on the actual going personal characters of those gentlemen but on the Cabinet itself as a composite entity in the psychology and in the strategy of the new Administration.

It is noteworthy, to begin with, that Mr. Hoover has not fallen into the method of choice which was almost unanimously predicted for him by his critics. They maintained that he would be dominated by his old personal relationships. They told one another—and the world—that we would have a Cabinet composed of Mr. Hoover's "cronies." They drew upon history for recollections of President Jackson's Kitchen Cabinet and of President Roosevelt's Tennis Cabinet. They were confident that Mr. Hoover would go a step beyond Mr. Jackson and Mr. Roosevelt. They prophesied that he would take the "cronies" who naturally would belong to an intimate informal coterie of the kitchen or of the tennis-court and would appoint them to the actual official Cabinet itself.

They based this prophecy on their calculations of Mr. Hoover's alleged non-political tendencies—or, to speak more frankly, his alleged political insufficiencies and incapacities. They analyzed him to be not only a political amateur, but an autocrat who would not be able to abide the close personal presence of men whom he had not already come to know, and whom he had not already reduced to a condition of subordination.

This whole conception of Mr. Hoover was summarized in the anticipation of a cabinet of "Boy Scouts." That phrase has acquired in Washington a special technical meaning. A "Boy Scout," in the parlance of the political corridors of the federal city, is a man who helped Mr. Hoover in the Federal Food Administration during the war, or in the Commission for the Relief of Belgium before 1917, or in the American Relief Administration for the feeding of Europe after the war, and who was—and forever would remain—an idealist, a humanitarian, an up-lifter, and a political nit-wit. He would also forever call Mr. Hoover "The Chief"—always "The Chief."

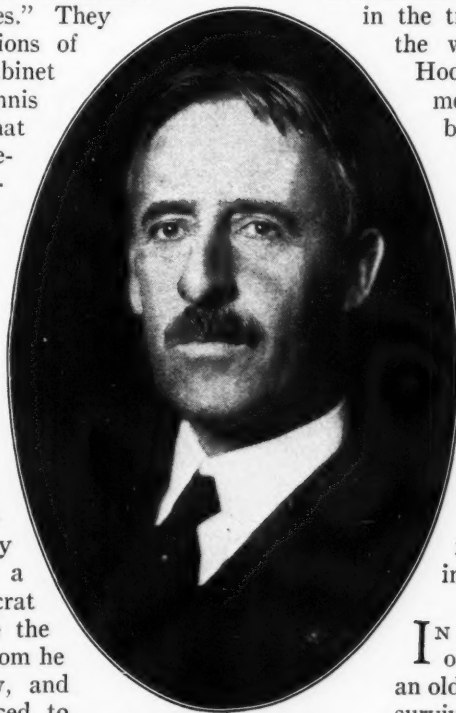
During the campaign of last year the professional politicians thought that they endured much misery from the political inexperience and ineptitude of some

of Mr. Hoover's "Boy Scouts." They thereupon—those of them who misconceived Mr. Hoover—expressed perfect assurance that he would visit a plague of "Boy Scouts" upon Washington throughout his whole term of presidential service. They declared him incapable of choosing a cabinet based on independent merit and on party need. They saw him surrounded at the Cabinet table in the White House by a little swarm of his own familiars.

A year ago, in the REVIEW OF REVIEWS, this writer brought forward the then novel claim that Mr. Hoover had ceased to be merely an industrial character and a humanitarian character, and had become also—

in the true and decent and high sense of the word—a political character. Mr.

Hoover's astute management, last summer and fall, of the issues raised between him and Alfred Emanuel Smith gave this writer no cause to regret his judgment of Mr. Hoover's expanding contacts and sympathies and powers. He now ventures to see in the composition of the Hoover Cabinet a further proof of Mr. Hoover's growth into political maturity, and a really ultimate refutation of the theories of those politicians who have seen our new President as nothing but a sort of industrial and humanitarian despotic spider sitting in the midst of a cobweb filled with intimidated underlings.



HON. HENRY L. STIMSON
Secretary of State

IN THE WHOLE CABINET there is just one man who can be regarded as an old personal intimate of Mr. Hoover's, surviving out of his really non-political chrysalis stage. That man is Ray Lyman Wilbur, Secretary of the Interior.

Mr. Wilbur was born in Iowa a year after Mr. Hoover was born in Iowa. He was graduated from Stanford University a year after Mr. Hoover was graduated from Stanford University. The two young men thereupon, looking at the world with perhaps some distrust, or looking at their Alma Mater with perhaps what is now known as a "mater complex," said to each other:

"Let us build houses for ourselves on the Stanford campus and always have the campus as our home residence."

They did so. They both have continuously remained Californians, Palo Altozoans, Stanfordsons.

Mr. Wilbur, when Mr. Hoover became Federal Food Administrator in 1917, became Chief of Mr.



HON. WILLIAM D. MITCHELL
Attorney General

Hoover's Food Administration's Conservation Division. He is a scientist (in physiology and medicine), and therefore pleasing to Mr. Hoover. He is a school-teacher, and therefore pleasing to Mr. Hoover. He is intensely interested in the biting habits of trout, and therefore pleasing to Mr. Hoover. He is sparing of speech, and therefore pleasing to Mr. Hoover. He is undemonstrative of manner, and therefore pleasing to Mr. Hoover. He is intensely fond (as president of Stanford) of the toilsome technique of executive administration, and therefore pleasing to Mr. Hoover.

That technical administrative enthusiasm and capacity of Mr. Wilbur's, as demonstrated at Stanford and in the Federal Food Administration and on many other scenes, is the full justification of his appointment to the headship of the Department of the Interior. At the same time it is not to be overlooked that, as an alumnus of the Food Administration and as an antique Hooverite, Mr. Wilbur falls into the category of those professionally politically despised and detested "Boy Scouts." His security in Washington is that he is the only one of his species in the Cabinet circle. We were told that we would have ten of them. We have one of them—just one; and the other seven new members plainly fall into quite other categories of origin and of nature.

Six of the new members are lawyers. Mr. Hoover, as an engineer, has been said to have a contempt for lawyers. He certainly does not show it now.

The fact is that lawyers, as lawyers, deal with the relationships between government and the citizen. Thus as a class they tend to outstrip other classes of men in knowledge of government and in aptitude for it. Mr. Hoover may have esteemed lawyers lightly

in zinc mines. He manifestly does not ostracize them from governmental office. In truth he has given them a degree of recognition that a lawyer President—a "politician" President—could hardly have exceeded. Thus perishes, once more, the stale hope that there is some way of having fewer lawyers in Washington. Not even the election of an utterly non-legalistic—and even anti-legalistic—President has been able to do it. Mr. Hoover is now a public man, a governmental man; and, in looking for colleagues, he looks now for men of governmental quality; and he finds them, of course, chiefly among lawyers. The six lawyers in the Cabinet are: Henry L. Stimson, Secretary of State; James W. Good, Secretary of War; William D. Mitchell, Attorney General; Charles

Francis Adams, Secretary of the Navy; Walter F. Brown, Postmaster General, and Arthur M. Hyde, Secretary of Agriculture.

IT IS TRUE that some of these men are lawyers *plus*. Mr. Adams, for instance, has long been Treasurer

of Harvard and trustee for numerous private investment groups. Mr. Brown has been director in numerous manufacturing enterprises. Mr. Hyde has been a life-insurance manager and an owner and operator of farms. Just the same, they all are lawyers by training and therefore presumably in bent of mind and in outlook of thought.

The Cabinet is not weak in legal governmental character. It is at that point extremely strong. This strength is fortified most particularly and most appropriately by the exceptional legal attainments of the new Attorney General, Mr. Mitchell.

Mr. Mitchell, since 1925, has been in our federal Department of Justice as Solicitor-General. In that capacity he has represented the United States Government in high litigation of great variety before the United States Supreme Court. The estimate formed of him by the court is extraordinarily high. Some of the most experienced members of the court have stated even that they consider Mr. Mitchell to be



HON. WALTER F. BROWN
Postmaster General

the ablest Solicitor-General that has ever practised before them. It is further a general opinion among lawyers in Washington that a list of the half-dozen best practitioners at the whole national bar, whether of public lawyers or of lawyers in private employ, would indubitably include the name of Mr. Mitchell.

In method the new Attorney General is naturally blessed with a certain strong appeal to fatigued and sophisticated judges. He is immensely laborious and elaborate in his preparation of his cases; but he is amazingly succinct and compact and even abrupt in his presentation of them to the court's consideration. Once a colleague of his, from a government department which was a party to the proceedings, was shocked and alarmed by Mr. Mitchell's having addressed the court for only fifteen minutes. The court, however, held that Mr. Mitchell was right—both on the law and, perhaps, on his calculation of the value of the court's time.

The appointment as Solicitor-General of the United States came to this St. Paul lawyer four years ago, from the hands of President Coolidge. Now, as then, his biographical sketches include the label—"Democrat."

In personal temper Mr. Mitchell is unobtrusive, unassertive, genuinely modest, totally incapable of self-salesmanship except through work accomplished and delivered. That literally exact statement about him suggests the making of a statement equally literally exact about all the men whom Mr. Hoover has summoned freshly to Cabinet positions.

NOT ONE OF THE new members—with a single exception which may or may not be probable—was a "candidate." Not one of them sought office by political pressure or by newspaper publicity. Several of them resisted Mr. Hoover's solicitations till he intensified them from being solicitations almost into being commands. Mr. Hoover's Cabinet is political in the sense of being based on public exigencies rather than on personal preferences. It is not political in the sense of being a cabinet of office-seekers; on



HON. CHARLES FRANCIS ADAMS
Secretary of the Navy

the contrary, it is one—in many parts of it—of office-repellers. It is a Cabinet—not by invitation so much as by command.

Mr. Stimson, for instance, desired only to complete his service as Governor-General of the Philippines and then retire to private life. Quite a hole was made in Mr. Hoover's store of pocket-money by his cablegrams to Manila on the theme of Mr. Stimson's future. It was only after the most protracted endeavors that Mr. Stimson was persuaded to accept that primacy of Cabinet dignity and glory, the Secretaryship of State.

Mr. Stimson has to his credit two recent achievements which stamp him as a native natural master of diplomacy. In Nicaragua he contrived to induce both major political parties—not, as usual, one of them; but both—to accept the good offices of the United States in the supervision of their combat at the polls. And in the Philippines he seems to have been able to go far toward placating and conciliating Filipino sentiment without the slightest surrender of necessary American authority. They are rather more than achievements. They are feats. They would seem to hold out the hope that our new Secretary of State may be as notably a diplomat as our new Attorney General is notably a jurist.

At this point, however, it becomes desirable to speak of a quality which is not so much of the mind as of the heart. It is a quality fundamentally essential through a Cabinet. A Cabinet should be intelligent and able. It should. But it must—must—be something else. It must be cohesive. It must be real. It must give to the President a support undivided by intrigues and unshattered by personal temperamental explosions.

Mr. Hoover's Cabinet, surveyed from that angle,



HON. JAMES W. GOOD
Secretary of War

looks like a solid and impregnable and (journalistically speaking) dismally unsensational Gibraltar.

This writer observed Mr. Wilbur, our new Secretary of the Interior, when he was a delegate, under Mr. Charles Evans Hughes, in the Sixth International Conference of American States at Havana. It was among Mr. Wilbur's duties to be loyal to Mr. Hughes and to say nothing political. He certainly said it. He said nothing, with an emphasis that made it less than zero. It made it minus. The Washington correspondents will get no "leaks" from Mr. Wilbur.

Nor will they from Mr. Mitchell in his new post of Attorney General. He has occupied his old post of Solicitor-General for now almost four years without ever once becoming the hero of an outbreking yarn.

As for Mr. Stimson, his loyalty to a situation of which he has become a part is classic. Friend of Theodore Roosevelt, he entered William Howard Taft's Cabinet as Secretary of War. He then witnessed with naturally a peculiar grief the estrangement between his friend and his chief. He was obliged ultimately to choose between personal attachment and official loyalty. He chose loyalty. He remained faithful to the man whose official family he had joined.

A similar sportsmanship may be expected without any slightest doubt from our new Secretary of the Navy, the irreproachable sportsman, Charles

Francis Adams. Mr. Adams has a great reputation for business sagacity. He seems to excel as a "trustee." He seems to be especially occupied, in business, as a "trustee." Even as a business man, accordingly, his training is especially in fiduciary and confidential relationships and dealings. His prowess as a sailor of boats has been heroic—but not only for the sailing. He sailed the *Resolute*, and he kept the America cup for America against Britain, yes. His peak of heroism, though, was when he disqualified himself once in a race by an accidental act, which nobody else saw, and came in and announced the disqualification himself. His sportsmanship is of heart as well as of the mind and of the hand.

Mr. Adams will contribute to Mr. Hoover's Cabinet the prestige, of course, of a mighty name, drawn in direct descent from two Presidents; and he will contribute a love of the element on which the Navy operates; and he will contribute his share of that sense of money which permeates the new Cabinet from top to

bottom. But, above all, and most particularly, he will exemplify the manhood that can shine in the new America of leisure and of sport as well as in the better-known America of struggle and of success.

From such a man it is obvious that the President will have a loyalty unswerving and secure.

He will have it equally unquestionably from our new Secretary of War, Mr. Good, and from our new Postmaster General, Mr. Brown. They are the two professional political sheet-anchors of the new Cabinet.

WE MAY PERHAPS pause here to divide the Cabinet into a certain set of groups other than "lawyer" and "non-lawyer." This other different grouping will still further illustrate Mr. Hoover's departure from the pure personalism which has been so often attributed to him in his choice of his associates.

The number of antique pre-political Hooverites in the Cabinet is—as has been pointed out—one: namely, Mr. Wilbur.

Then might be listed Mr. Brown and Mr. Good, who have become close Hooverites in recent years through intimate collaboration with Mr. Hoover in his political activities.

Then there is a group composed of men who have not been so intimate with Mr. Hoover politically, but who have held office in Washington during Mr. Hoover's residence there and have gained his regard. They are:

Mr. Mellon, who will continue to be Secretary of the Treasury.

Mr. Davis, who will continue to be Secretary of Labor for a while.

Mr. Mitchell, who is now promoted from being Solicitor General to being Attorney General.

Finally, there are four men who never in any way have belonged to Mr. Hoover's fireside circle, or even to his circle of general Washingtonian observation and acquaintanceship. They are:

Mr. Stimson, the new Secretary of State.

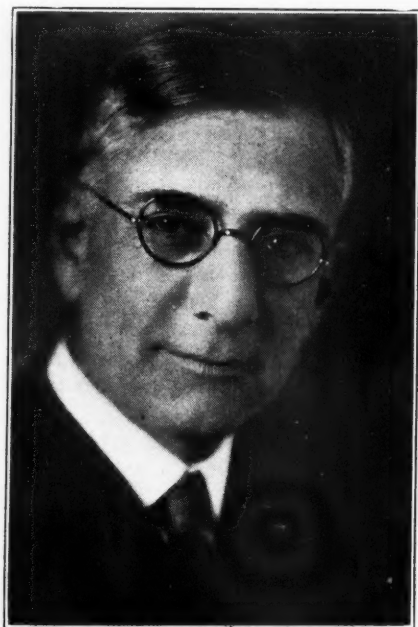
Mr. Adams, the new Secretary of the Navy.

Mr. Arthur M. Hyde, the new Secretary of Agriculture.

Mr. Robert Patterson Lamont, the new Secretary of Commerce.

These last four men were manifestly chosen on their general repute and standing, without any aid at all from considerations of personal intimacy or of political closeness. They are wholly what might be called "tributes to the general national situation."

It seems to be a quite fair distribution of recognition. There is some recognition of old ties, some recognition of proved political service and capacity, some recognition of administrative success already achieved in Washington, and some recognition of the need of new blood in the national federal circulation. A departure, assuredly, from personalism.



HON. ARTHUR M. HYDE
Secretary of Agriculture

Mr. Brown and Mr. Good would perhaps not wince from being called professional politicians. Mr. Brown began to be of national prominence politically as far back as 1908 when, in furtherance of the plans of President Roosevelt, he got the Ohio delegates for the presidential candidacy of William Howard Taft against the opposition of the two Ohio United States Senators. (In that same year Mr. Good entered Congress as a Representative from Iowa.)

Mr. Brown is a pinnacle of composure. Or, perhaps, it might better be said that he is a lighthouse of it. In any raging sea of doubt and difficulty and dispute he stands forth still quietly shedding his rays of calm and recurrent advice upon the struggling mariners. It is his habit simply steadily to repeat his advice. He does this as unemotionally and as automatically as the light in a lighthouse turns. He was the man mainly responsible for Hoover's decision to enter the Ohio primary contest last year for delegates to the Republican National Convention, in rivalry with the candidacy of Ohio's "favorite son," Senator Willis. The advisability of that step was much debated among Hoover's friends and counselors. Many of them said "No." Brown imperceptibly, without ever raising his voice and without any dependence whatsoever upon the flashing eye or the clenched fist, kept on simply giving his arguments for "Yes." He prevailed. The event was helpful to Hoover. Hoover has acquired, out of many such experiences, a high esteem for Brown's clearness of judgment.

Brown became Hoover's Assistant Secretary of Commerce in 1927. President Harding brought him to Washington in 1921 to be chairman of the Joint Committee on the Reorganization of the Departments and Establishments of the Federal Government. He shares Hoover's enthusiasm for that dry but fundamental reform. He will doubtless be Hoover's chief expert manager in bringing it about.

Mr. Good became one of Mr. Hoover's political strategists at an even later date than Mr. Brown. In fact, he did not become one of them in any crucial sense until the pre-convention campaign of last year. It did not take him long, however, to deserve Mr. Hoover's admiration and confidence.

Mr. Good is even steadier than Mr. Brown. Mr. Brown, who is composure, did bolt the party in 1912 and went off the reservation with Roosevelt. Mr. Good is composure and also regularity. He served in Congress for fourteen years without being ruffled. He

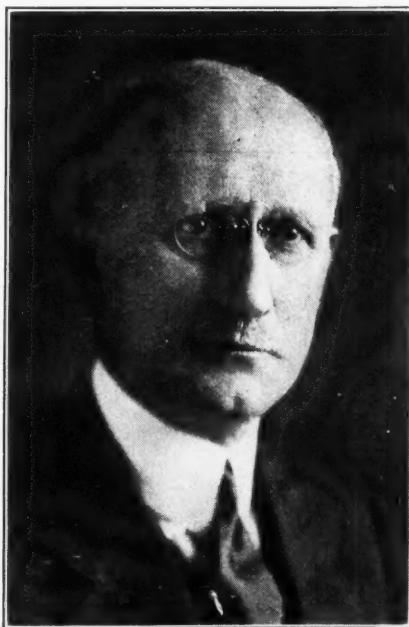


HON. RAY LYMAN WILBUR
Secretary of the Interior

was co-author, with Senator Medill McCormick, of the dull law which gave us that dull but invaluable institution the Bureau of the Budget. That is about as far toward bloody revolutions as Mr. Good cares to go. He looks at life pleasantly and sees it as fair weather even in the rain. He was manager of the Chicago headquarters for the Republican party last year in the battle against Mr. Smith. He had to deal with the Grand Central Headquarters of the party at the city of Washington.

The Grand Central Headquarters, as always happens, spent a large part of its time not fighting the enemy but telling the various regional managers throughout the country what not to do and when not to do it, and who ought to be fired from their staffs, and how the names of local dignitaries ought to be painted—or not painted—on local headquarters doors. In these circumstances it is natural and traditional and almost obligatory for regional managers in national campaigns to have brainstorms and to resign every twenty-four hours. Mr. Good broke the tradition. He never once had a brainstorm. He never once lost his temper—outwardly. He never once raised his voice in anger, though his silent digestion of his wrath must have caused him great agony. He established a quite new precedent. He established the precedent of a campaign manager who fought the other side only.

And he does not fight even the other side in any way that can be remembered against him. This writer will never forget a press conference that Mr. Good gave at Kansas City during the Republican National Convention last June, at a moment when one of Mr. Hoover's rivals for the presidential nomination had issued a statement reflecting upon Mr. Hoover very personally. Mr. Good, representing Mr. Hoover, had the statement in his pocket. All the correspondents had it. They demanded to know what Mr. Good thought of it and what he had to say about it. He



HON. ROBERT P. LAMONT
Secretary of Commerce

had just one thing to say about it. He said that one thing repeatedly and said nothing else. It was:

"I have no information that any such statement exists."

Mr. Good perhaps really ought to have been Secretary of State. However, as Secretary of War, he will have ample opportunity to be a diplomat. Mr. Brown and (presumably) Mr. Hoover think that the army engineers should be pried loose from their control of such civilian engineering endeavors as the dredging and general improving of rivers and harbors.

If Mr. Good can get that done without a mutiny, he will outshine the diplomacy of Mr. Stimson, no matter what it is.

It is clear enough that Mr. Hoover will get serenity and tranquillity and stability and loyalty and reliability from Mr. Good and Mr. Brown as fully as from the Cabinet members who have been already, from that standpoint, named and noted.

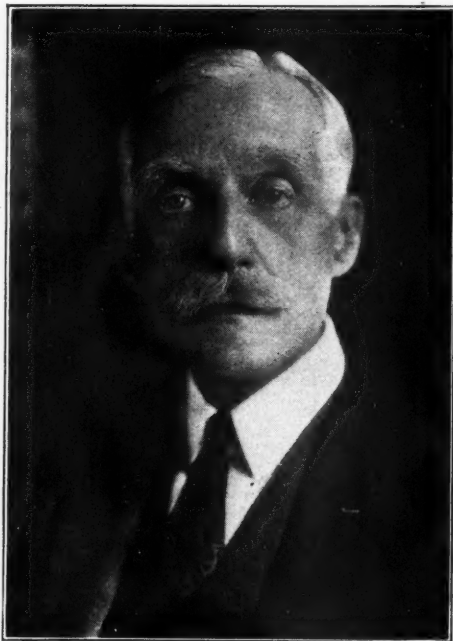
The journalistic burglar who tried to break into the internal affairs of the Hoover Cabinet will need a most unusual endowment of dynamite. This Cabinet is a ground-rock, steel-lock Cabinet.

As for Mr. Mellon, our continuing Secretary of the Treasury, and Mr. Davis, our continuing Secretary of Labor, they are persons already wholly familiar to the public; and it here needs to be remembered only that they never furnished any personal embarrassments to Mr. Harding or to Mr. Coolidge and will furnish none to Mr. Hoover. They confirm and accentuate the solidity and dependableness of the new Cabinet.

IT REMAINS NOW TO SPEAK of the new Secretary of Agriculture and of the new Secretary of Commerce. They are, in one way, a striking contrast to each other.

Mr. Hyde, the new Secretary of Agriculture, has a great reputation as a performer on platforms. He can harangue, and he can charm, and he can persuade. He further is in extremely close touch with our rural life. When Governor of Missouri he gave much time to great projects and accomplishments in the direction of better roads in rural sections. He has owned many farms, and he will be abundantly able not only to express sympathy for farmers but to have it.

Mr. Lamont, the new Secretary of Commerce, on the other hand, is a thoroughly urban type. He



HON. ANDREW W. MELLON
Secretary of the Treasury

has been identified with large urban engineering and manufacturing efforts for thirty-five years. He has proved himself, throughout his residence in Chicago, a great business man. Hoover's interest in him, however, is based primarily upon his being an engineer. Lamont is Hoover's one tribute, in his Cabinet, to his old and loved profession.

It might be said therefore, in conclusion, that the main characteristics of this Cabinet are the following:

First: It exhibits a balanced range of distribution through Hoover's successive stages of development, from the personal and the administrative through the political to the broadly national.

Second: It exhibits a balanced range of distribution in occupational experience, with no more than the inevitable prominence for lawyers.

Third: With four members coming from east of the Alleghenies and five from the Mississippi Valley and one from the Pacific coast, it represents a reasonably balanced range of distribution geographically.

Fourth: It—above all—gives promise of solid, substantial internal harmony and of impeccable loyalty to the man who sits at the head of the table.

In return for that loyalty it is perfectly safe to calculate that Hoover will give to the members of his Cabinet a full and sympathetic consideration for their personalities and for their departmental anxieties and desires. Hoover was in the Cabinets of Harding and Coolidge for a total of more than seven years. No President—save James Madison and John Quincy Adams—has ever brought to the presidential office as ample a store of Cabinet experience as Hoover. In the Coolidge and Harding Cabinets Hoover showed, along with a genius for positive services, a still more striking quality of human dutiful regard for the policies and perplexities of his chief. In the ranks he proved himself a good and faithful soldier. From faithfulness in subordination it is an automatic step to faithfulness in command.



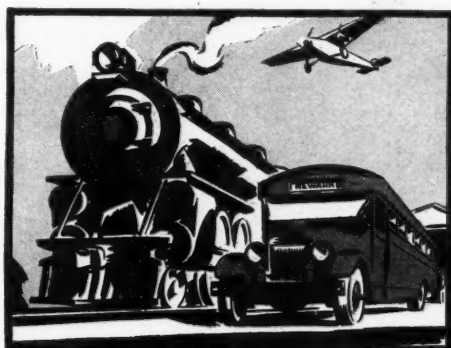
HON. JAMES J. DAVIS
Secretary of Labor

Looking Ahead in Transportation

Coördination of Trains, Motor Cars, and Airplanes

By GENERAL W. W. ATTERBURY.

President, Pennsylvania Railroad



STEAM RAILROADS STILL CONSTITUTE the backbone of the American transportation system, and will continue to grow in importance and in the volume of service required of them by the public. The further development and prosperity of our country, however, will necessitate transportation not only in ever-increasing volume but also of more varied nature—and that calls for coördinated transportation on railways, highways, and airways.

Just as the invention of the steam locomotive brought forth the railroad, invention of the internal-combustion engine likewise produced first the motor car and then the airplane. The first patent for an internal-combustion engine for the propulsion of a vehicle was granted in this country only thirty-four years ago. Nevertheless, the rise of the motor car has been one of the spectacular developments of the present century. In the last twenty-five years it has become an integral part of the world's civilization, and in this process of absorption the motor car has, in turn, affected our civilization profoundly.

In the United States, the motor car has added to our national life and resources mobility of a new type and in a degree which no other nation possesses. This country is first among the nations of the world in the production and use of motor vehicles.

Although we have not had so much experience with the airplane as a commercial carrier, its development since the close of the World War has been impressive. The airplane now is generally accepted as a practical means of travel and affords a further form of flexibility to the world's resources. What its future will be and how its usefulness to mankind will compare with that of the railroads and the motor car remain to be seen. But every thoughtful person knows that commercial aviation has a promising future, and that it is certain to be a considerable factor in the further progress of our civilization. An auspicious thing about the development of the airplane as a commercial carrier in this country is that we are starting with co-operation between railroads and airplanes. That is getting off on the right foot.

Meanwhile, in the last few years there has emerged

from a quarter-century's experience with the automobile a wider recognition of the harmonious and supplementary character of transportation service that may be rendered by railroads and motor vehicles. Coördination of rail and highway transportation, with elimination of wasteful competition, which in the past has been

harmful to both and not in the best interest of the public, is now under way, and it is a notable feature of transportation progress.

In supplying a transportation agency of great flexibility, and making possible the establishment of communication in sections where the traffic would not justify the construction and operation of railroad facilities, the motor vehicle has, of course, contributed to the economic development of the United States. However, in considering those forms of motor service which are rendered in direct competition with established and properly functioning railroad facilities, a totally different situation has to be met.

Loss from Motor-Vehicle Competition

THE EFFECT OF THE CONSTANT INCREASE in the number of privately owned automobiles and of buses operated for hire on the public highways may be indicated by observing the movement of the passenger revenues of Class I railroads in recent years. During the eight-year period from 1920 to 1927, inclusive, the trend of railroad passenger revenues has been steadily downward. Total passenger revenues of Class I roads amounted to \$1,286,613,000 in 1920, but were only \$974,950,000 in 1927. This loss of passenger revenue, amounting to \$311,663,000, represents a decrease of 24.2 per cent. The railroads' average annual loss during this period was almost \$40,000,000.

During the same eight-year period, there was an increase of 145.9 per cent. in the total registration of motor cars in the United States. These figures indicate that with each increase of 6 per cent. in total registration of motor cars there was a decrease of 1 per cent. in the total passenger revenues of Class I railroads.

It should also be noted that during the period under consideration the estimated increase in the total

population of the United States exceeded 6 per cent. This serious loss of passenger revenue by the steam railroads is due almost entirely to the constantly increasing travel by motor vehicle on the highways.

Adequate, trustworthy data are not available to show the volume of commodity transport on the public highways. Likewise, accurate figures are lacking on truck service operated in competition with rail transportation, with which we are chiefly concerned. However, our officers recently estimated that motor trucks annually take more than \$92,000,000 of freight revenue away from the railroads.

I regard this figure as conservative, because our company a year or two ago figured its own annual loss in revenue, due to truck competition, in round numbers, at \$26,000,000.

Recalling that the railroads' average annual loss of passenger revenue, on account of private automobiles and buses, is about \$40,000,000, we thus reach an approximation of the sum taken away from the railroads annually by motor vehicle competition—\$132,000,000 of operating revenue. The magnitude of this loss of revenue might lead to the conclusion that the motor vehicle has placed the American railroads in a very difficult position, but the truth is that it brings new traffic to the railroads at the same time.

Motor vehicles rank as the first industry in the United States, and in 1927 the railroads handled 757,388 carloads of automobiles, trucks, and parts. This constituted the third largest railroad shipment of manufactured products. The great importance of automotive freight to the railroads is further emphasized by the fact that 3,277,388 carloads definitely traceable to the manufacture and use of motor cars were moved by the railroads in the same year.

The Railroad Adopts the Motor Car

IN RECENT YEARS, while passenger traffic has been declining, the railroads have been called on to move expanding volumes of freight traffic, and the growth of the automobile industry has been one of the factors contributing to this steady increase. The motor industry turns out to be one of the railroads' best friends, in that it is creating new business which makes up to the railroads for what it appropriates.

The general policy of the railroads today is to tie-in motor transport with their own train operations. This movement is based on our accumulated experience with the motor car. A salient feature of that experience is that the economic use of motor vehicles as commercial carriers is virtually restricted to the performance of local transportation service, be-

cause of their limited carrying capacity. The average bus route in this country is between 20 and 30 miles long, and the bulk of the truck movement is confined to distribution of goods within cities and short-haul areas. Motor vehicles are peculiarly adapted to the "retail" forms of transportation service, in contrast with the "wholesale" forms for which the railroads are so well equipped.

The program of the Pennsylvania Railroad indicates the way in which the railroads are working toward coördination of rail and motor vehicle service. Three months ago the Pennsylvania Railroad announced that, as a result of several years' careful study, plans had been adopted for the coördination of rail and bus passenger service in the territory served by its lines.

This new service is being established wherever need exists, either in the public interest or to encourage the development of traffic.

Passengers over specified routes will have the option of making their journeys partly by rail and partly by bus, using sleeping cars at night and buses for all or part of the daylight hours of the trip.

Other features will be the sale, over certain routes, of through tickets covering joint rail and bus journeys; the buses to perform the functions of local trains over selected stretches of lines where this is advisable in order to speed up through trains or to take the place of passenger trains on branch lines of light traffic. In addition, it is intended to utilize bus lines more effectively than heretofore as feeders for the rail service, and also to extend or improve bus transportation in territory not conveniently served by existing railroad facilities.

The carrying-out of the general plan involves in some cases the establishment of new bus lines, and in other instances negotiation of working arrangements with lines already existing, as well as the acquisition of a financial interest in them.

The Pennsylvania Railroad believes that motor service should be conducted in an orderly manner, under responsible management, and upon a basis which, in features of safety, reliability, comfort, and convenience, offers patrons service comparable to standard passenger-train service. Therefore, in entering the passenger-bus transportation field, and in tying in bus service with its own train operations, it is the Pennsylvania Railroad's policy to assure the public that all bus operations with which it is associated will be conducted upon a high plane.

The initial step toward putting this general plan



BUSES SERVE RAILWAY "RETAIL" TRADE
Railways are adopting the bus line as the most economical means of serving short-haul traffic.

into operation was the purchase by the Pennsylvania Railroad of a substantial interest in three motor-bus companies formerly owned by the Philadelphia Rapid Transit Company. Two of these operate lines in the Philadelphia suburban district, while the third, the Peoples Rapid Transit Company, Inc., provides service between Philadelphia and New York, between Philadelphia and Atlantic City, and between Philadelphia and Wilmington, Baltimore, and Washington. Coördinated rail-bus service began on February 13, and now the Peoples Rapid Transit Company's motor coaches leave from and arrive at the Pennsylvania Railroad's passenger stations in New York City, New Brunswick, Philadelphia, Chester, Wilmington, Baltimore, and Atlantic City. Motor-coach tickets are sold at these stations, seats being reserved and sold in the same manner as Pullman car space on a railroad train.

In addition, the Peoples Rapid Transit Company operates during the summer months all-expense tours to Niagara Falls and Montreal and Quebec, Valley Forge, West Point, and other places of interest.

The Pennsylvania Railroad's program of motor service is being developed chiefly through a subsidiary corporation known as the Pennsylvania General Transit Company, chartered in Pennsylvania but also legally empowered, under certain conditions, to operate in other states. This company has applied to the Public Service Commission for certificates of public convenience and necessity covering the right to operate motor vehicles as common carriers in all counties of the state traversed by lines of the Pennsylvania Railroad. Extension of coördinated rail-bus service throughout this territory awaits the granting of these certificates.

Even prior to the incorporation of the Pennsylvania General Transit Company, the Pennsylvania Railroad had been a pioneer in adapting motor vehicles to railroad use.

Up to that time, however, this work had been confined to employing trucks, operated by independent trucking companies under contract, to perform the work of package or way-freight trains in light traffic territory, and also to effect the interchange of freight between stations in terminal districts.

In utilizing trucks for the way-freight service, the vehicles employed merely go from station to station, picking up and putting down the packages on the station platforms. As far as patrons are concerned, they

render exactly the same service as the freight trains they replace. They merely run upon the adjacent highways instead of the railroad tracks.

Up to January 31, 1929, the Pennsylvania System had motorized 3,384 miles of freight lines, serving 697 stations. Sixty-four trucks, eleven trailers, and two tractors were used in this service.

The use of trucks in terminal work is also rapidly progressing in the Cincinnati Terminal district, and between St. Louis and East St. Louis the Pennsylvania Railroad participates with all other roads entering the district in effecting the inter-station and inter-line transfer of all freight under trucking contracts. Similar arrangements are also in



MOTORIZED RAILWAY SERVICE

Trucks and units of the container car make possible an economical less-than-carload delivery-to-your-door service for shippers.

operation, but confined to interchange among Pennsylvania Railroad stations only, at New York, Philadelphia, Detroit, Toledo, and Baltimore, where 13 tractors, 6 trucks, and 39 trailers are in use.

In this terminal district inter-station work, including participation with other lines, as many as 103 tractors, 309 semi-trailers, 16 chasses and 220 demountable bodies are devoted exclusively to railroad use. In addition, a large volume of freight is interchanged by truck under contracts based on weight hauled and not calling for exclusive use of the vehicle.

The use of motor trucks in coördination with railroads reaches its highest economic development in collection and distribution within terminal zones, making possible through transportation from the door of the shipper to the door of the consignee.

Freight Delivery Service

COMPLETE INTEGRATION of motor truck and railroad facilities is provided in the so-called container-car service now offered over certain routes by the Pennsylvania Railroad and also several other railroads. This new scheme for less-than carload freight is based upon the use of portable steel containers so constructed that they may be carried upon especially equipped

railroad cars and upon motor trucks. The interchangeable feature admits of ideal coördination and enables shippers and consignees who so desire to be relieved of handling their goods between railroad terminals and their places of business.

In this form of service the motor trucks do their work entirely within the terminal zone. Their function is to act as collectors and distributors of freight between the railroad station and the business places



CUTTING COSTS ON LESS THAN CARLOADS

Portable containers—five to a car—lower the cost of less-than-carload shipments and greatly facilitate handling and delivery.

of patrons. The rail lines are used for the long inter-city hauls, which the railroads are able to perform with greater efficiency, dependability, and economy than trucks operating upon the highways.

Patrons may, if they wish, use the facilities of a trucking company, which operates in all the cities where container-car service is offered. This organization collects shipments at the various points of origin by making day-to-day calls with containers carried upon motor trucks.

When the containers are loaded they are placed by cranes upon flat cars awaiting them at designated stations, and then are moved through to destination on scheduled trains with other freight. Upon the termination of a run, the trucking company, for consignees who so desire, takes possession of the container units and delivers the freight to the consignee's door.

The rates between rail terminals for the container-car service are on a scale somewhat lower than those applying to less-than-carload shipments transported in the ordinary method. This is by reason of the fact that the railroad company is freed from duties and responsibilities of loading and unloading, and that heavier—and therefore more economically transported—loadings per car are anticipated. The demand for container-car service has grown rapidly since it was introduced on the Pennsylvania System in 1928, and new routes are constantly being added.

Across the Continent in Two Days

THE STATUS OF THE AIRPLANE, actual as well as potential, in our transportation scheme is not greatly different from that of the motor car; therefore, to start building up commercial aviation on a foundation

of coöperation between railroads and airplanes is quite the logical and sensible procedure. On this basis the first transcontinental rail-air line between New York and Philadelphia and Los Angeles and San Francisco will be established soon.

Such a combination of air and rail service will enable travelers to enjoy the comfort and convenience of a sleeping car at night and the high speed of an airplane in daylight hours. The coast-to-coast trip will

require only forty-eight hours. The two flying stages of the transcontinental rail-air line will be operated by the Transcontinental Air Transport, Inc., in which the Pennsylvania Railroad Company

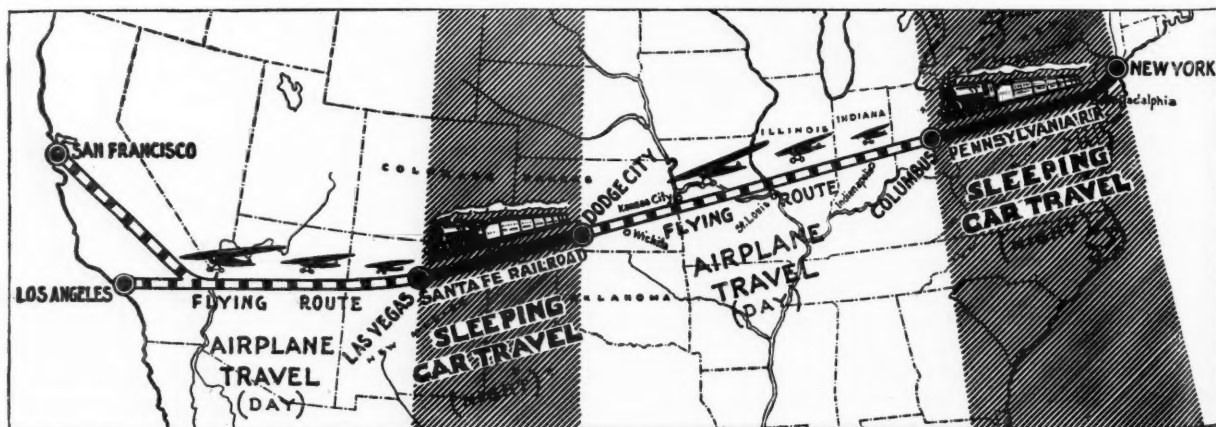
holds a substantial stock interest. This company will operate one of the two rail stages of the line.

Such, then, are some of the plans being perfected on the Pennsylvania Railroad for the progressive development of its service in order to provide its patrons with the most modern means of transportation. The railroads can no longer confine themselves to rail transportation, but must also enter the business of transportation by motor car and airplane. This position is based on the belief that our country's future needs for mass transportation at low cost can be supplied only by a thoroughly coördinated national system of transportation, in which the railroad, the motor car, and the airplane, each functioning with efficiency in its most useful field, support and supplement one another. The railroads may eventually enter seriously into the shipping business and, to complete the cycle of transportation, do the barge and coastwise work, where it is not prohibited by the Panama Canal Act. If that law is restrictive and against the public interest, it may be amended so as to permit the railroads to round out their transportation service.



LEAVE THE TRAIN AND ENTER AN AIRPLANE

The railway, bus, and airplane, each functioning with efficiency in its most useful field, must supplement one another to make possible a national system of transportation at low cost.



FORTY-EIGHT HOURS BY RAIL AND AIR FROM COAST TO COAST

A coördinated service, combining the high speed of air travel by day and the comfort of a sleeping car by night, is soon to be a fact.

Where We Stand with England

By FRANK H. SIMONDS

I. The Supreme Problem

AT THE MOMENT when Mr. Hoover takes office, prohibition, tariff, and a host of minor issues combine to create obstacles in the field of domestic politics. In the foreign field nothing is more unmistakably disclosed, in the comment of those who possess his confidence, than that the present posture of Anglo-American relations constitutes the chief source of apprehension and the paramount appeal, for him and for his Cabinet and Congressional colleagues, as a problem to be solved.

On both sides of the Atlantic men of obvious good intentions have more or less combined to minimize the extent and peril of the differences, which have been steadily taking form since the incomplete accomplishment of the Washington Conference. But this effort has contributed little or nothing to obscure the fact that Anglo-American relations have become gravely unsatisfactory, that a substantial deadlock exists in naval policy, and that on both sides of the Atlantic resentment and bitterness are mounting.

No one better than the new President of the United States, with his intimate knowledge of both England and the British Empire, is aware of the extent and the danger incident to the present crisis. And what everyone knows of the character of Mr. Hoover warrants the prophecy that he will bring to the effort to abolish the present trouble the same energy and the same determination that he will apply to such domestic questions as that of the taming of the Mississippi itself.

Nevertheless, it is essential at the outset of any discussion of the problem to take into account precisely the present state of mind of official Washington, of a new Administration, and of the country behind both, which has, in recent months, given very clear evidence of its views. For it is on the foundation of this state of mind that Mr. Hoover and his Secretary of State must inevitably build.

One conclusion that Mr. Hoover, like most other observers, must have drawn from the recent debates in the Senate over the Cruiser bill is that the country at the present time is under the domination of a peace agitation which, in some of the demonstrations attending the Kellogg Pact, almost approximated hysteria. The uncritical enthusiasm for all sorts and kinds of proposals for international peace is, in fact, not infrequently of the sort to make difficult the task of those whose business it is to seek to forward all possible and practical proposals directed at abolishing the peril of war.

Along with this veritable passion for peace goes a second and equally controlling emotion: the desire

to keep out of any new European struggle. As Washington sees it, the sentiment of the country with respect to our participation in the World War is one of confused regret. There is a dominating conviction that in some fashion we were dragged into the conflict, contrary to our interests and our own desires, that the consequences were unlucky for us, and that under no similar circumstances must we be dragged in again.

Here is the point of departure of the real strength of the sentiment which has made possible the passage of the Fifteen Cruiser bill. Behind this program there lies none of the familiar purposes of Nineteenth Century imperialism. There is no idea of taking a foot of territory, national or colonial, of any country on this planet. The real desire of the mass of American people is to insure the chance to carry forward the experiment within our national area—which in recent years has taken definite form—to apply certain new economic principles here discovered, to continue the task of raising the standard of living at home.

In this situation the expenditure of millions and even billions upon armaments seems to the mass of the American public a sheer and stupid waste, the most completely preposterous proposal of our own time. And all American gestures designed to promote limitation programs have had their origin alike in the conviction of the political folly and of the economic waste of military and naval expenditures.

If the Cruiser bill was recently passed by a surprisingly great majority, it was because the mass of our people had finally been brought to the conviction that it was necessary to make clear beyond all doubt the fact that they meant to present to Great Britain the alternative between accepting real limitation and entering upon a competition which could have but one end, given the comparative wealth and population of the two countries.

From the Washington point of view, it is incredible that the British should fail to realize the fairness of an American proposal which offers equality to a country with less than half the population and a third of the wealth it possesses. Moreover, it is equally astonishing that British cabinets should not have perceived that in the end—having offered equality at Washington and at Geneva, and having failed—the United States would seek to achieve by construction what was not to be attained by amicable agreement.

For, always there remains the fundamental determination of the country not to be brought into any new European conflict by any decision save its own,

and to possess that equal fleet which would be capable of defending neutrality effectively. That is the beginning of all American policy and purpose, as expressed in the last three Republican administrations; and beyond debate it will be the policy of the Hoover Administration.

What adds to the bewilderment of Washington is the unmistakable fact of grave economic and even social problems within the British Isles at the present moment. The mounting number of unemployed, the contrast between French success and British failure to surmount the dislocations of the war, the evident growth of Labor strength—which threatens, at the least, to end in a Labor victory at the next election—all these signs of domestic disturbance and difficulty accord little with a naval policy which seems to envisage a willingness to risk competition in naval expenditure with the United States in its present economic and financial health.

A single detail may perhaps indicate the character of Washington wonder. At the present moment subscriptions are being opened in the United States for the British coal miners. Yet at the precise moment when American contributions are being asked for British unemployed, the British Government is announcing the purpose to lay down two new cruisers whose costs must exceed what would be required to meet the needs of the unfortunate coal miners.

Moreover, to Mr. Hoover—as to Mr. Coolidge—there has been coming for the last few months an ever-increasing flood of evidence testifying to the de-

gree and intensity of bad feeling and worse toward America, which lies only partially below the surface in contemporary England. All of this has its origin in the apparent inability on the British part to perceive the absence of any political designs in American policy.

In the Washington conception the chief difficulty in the Anglo-American situation arises from the fact that the misunderstanding is at bottom psychological. It arises from the apparent inability on the British part to view the American phenomenon in any save a political and a traditionally political light, to regard the rise of the United States since 1914 as something like that of Germany after 1871, to see it as a political and military threat, to read into American purposes much if not all of designs once attributed to Germany.

Yet, it is manifest that in that direction lies ruin: ruin for Great Britain, struggling today under the burden of war debts and economic depression; less immediate but hardly less considerable disaster for the United States if the misunderstandings between the two countries lead eventually to naval competition, vast expenditures, and eventual British bankruptcy. For, if there be added to the British budget new millions to meet the costs of a new fleet of cruisers, if the Admiralty figures of naval necessities are to be satisfied, then what becomes of the very narrow state of balance of the present British budget? To what extent is British business and even finance capable of bearing the burden of increased taxation?

II. The Impasse

WHEN ONE COMES TO CONSIDER the present impasse into which we and the British have come, it is necessary to look backward for a moment over the recent history of naval discussions. But at the outset it is equally necessary to dismiss the notion of any deliberate campaign of misrepresentation anywhere. What one can say accurately is that our people drew from conversations with the British certain conclusions which may have been mistaken and unfounded, but which have dominated and continue to dominate the discussion.

From Mr. Balfour's discourse, which was in answer to the opening address of Secretary Hughes at Washington in 1921, the whole country concluded that Great Britain had accepted the principle of parity for cruisers—based upon tonnage, as in the case of battleships—and that, further, they had accepted a tonnage maximum of something around 250,000. When the conference broke down because of an Anglo-French quarrel, there survived the conviction that the principle had been established and that subsequent agreement was assured.

Before the Geneva Conference in 1927 there were various conversations between Americans and Britons. From these conversations our representatives drew the conclusion that Britain was still not only prepared to accept the principle of parity on the tonnage basis, but was also ready to agree to a maximum

figure of 250,000 tons. Thus, when at Geneva we encountered a complete rejection of the principle of parity, as we understood it, and at the same time the assertion of a British need for 400,000 tons of cruisers, our representatives were amazed, indignant, and their feelings were not only immediately reflected in American comment, but found ultimate expression in Mr. Coolidge's Armistice Day speech last year.

The Armistice Day speech floated the Cruiser bill through Congress. It crystallized and consolidated an American public opinion which had been forming ever since Geneva and had been gravely accentuated by the Anglo-French naval agreement, which must rank as one of the supreme follies of contemporary international history. Thereafter the mass of our people said, quite openly: "We shall never be able to talk with the British until we have the ships. We shall never attain equality save as we offer the British the choice between parity and decisive inferiority."

There the matter stands. But obviously it cannot stand there indefinitely. No one can mistake the fact that while negotiations are at a standstill opinions are moving rapidly. The explosion which attended the anodyne utterance of the British Ambassador, Sir Esmé Howard, a few weeks ago, supplies sufficient evidence of the state of mind on both sides of the Atlantic. The comment of Lord Rothermere, on leaving our shores last month, printed alike in his

own *Daily Mail* and in various American newspapers, is a further indication.

But in the existing situation certain things are clear. Thus I venture the forecast that for a long time to come, perhaps up to the date when automatically a new Washington Conference assembles in the fall of 1931, any gesture, any proposal, must come from the British. Again, in my judgment, no gesture will be of much use which does not envisage equality, not merely within but below the figure now fixed for American cruiser tonnage by recent legislation: namely, 300,000 tons.

Those who are in a position to know tell me that the conception of the new President is based upon the belief that the way to limit armament is to limit it, and the conviction is that American public opinion would remain fairly cold to any proposal envisaging vast new expenses which did not propose an actual limitation and reduction of expenses. To a man of Mr. Hoover's mentality, great navies mean great waste, and unnecessary ships must be counted to represent something little less than crime. Like Mr. Coolidge, his conception seems to be based upon a desire to spare the American taxpayer the burden of vast new construction. But inevitably Mr. Hoover perceives that all proposals for limitation must come from London, and that short of these there is nothing left to do but go on and build the cruiser fleet.

Mr. Hoover comes to the White House with several very large and for him vital plans of domestic national development. Despite all the patter of campaign eloquence he is primarily an engineer occupied with thoughts of domestic development. His primary purpose is to assist in forwarding what he conceives to be the American experiment, within its own frontiers and through the development of American resources. Unmistakably he shares the general American conviction that the United States is itself a sufficient field for American effort. Our surplus capital may and has fertilized foreign fields, but our main business is domestic.

Given this mentality, one can perceive the degree to which the President would look with disapproval and even with resentment upon a program of naval construction which would claim additional millions of dollars annually for perishable ships, carrying guns and not cargoes, and would reduce proportionately the sums available for public development and improvements. It would seem to him to put limits upon the thing which is, after all, the main objective of his own Presidency.

To remove this obstacle to a complete concentration of national energy and attention upon the main task at home, thus becomes the first necessity of the new President. And yet, how can he escape the obstacles, which in the end served to confute the most cherished aspirations of Calvin Coolidge and brought him to the Armistice Day speech that remains a document without parallel in his history?

Obviously little or nothing is possible if the British remain in their present state of mind—or perhaps, more exactly, in the state of mind which was disclosed in the Geneva Conference, in official quarters in the Anglo-French agreement, and in the first comment on the Howard interview. In fact, very little is possible as long as the Admiralty mind dominates British policy and imposes its own figures in money and tonnage upon the British public.

To all the multiplying evidences of British resentment toward America, Washington has patently no answer. The fact of this bitterness is daily conveyed with ever-increasing emphasis. In official quarters it is accepted as the cause of present difficulties, as the barrier to early adjustment. Solution seems to wait upon the final perception by the majority of the people of Great Britain that American purpose is turned inward toward national development, not outward toward international territorial expansion; that American foreign policy invests American naval parity with no open or hidden menace to British security, within the limits which assure us the right to preserve neutrality in a new European conflict.

III. The Capper Resolution

THERE IS, HOWEVER, one vital aspect of the whole problem, which was brought into new importance by the introduction of the Capper resolution. At the bottom of the Anglo-American difficulty there lies the single, all-important question of the blockade. No one, even in England, really takes seriously—one must believe this—the notion that the American fleet expresses a purpose to attack Great Britain. At the most it simply represents the purpose not to permit British naval power, when Britain is at war, so to invade our rights as a neutral as to inflict grave financial injury or, as in the World War, to bring us in ultimately on the British side.

This means in reality that the next time Britain happens to be at war she will be unable to use sea power as she has in all past time, and that as a consequence she will have either before the next war to reorganize her whole system of national defense or in

such a struggle to run the clear risk of defeat. British naval supremacy was based upon the idea of unlimited use of the blockade, without regard to neutral rights. American naval parity represents the purpose to block any such policy, in so far as American rights are concerned.

Now there are in Great Britain a large number of persons who perceive clearly enough that, given our superior wealth and resources, it is physically impossible for the British to defeat us in a competition in naval construction, and that as a consequence parity, even on American terms, is something which Britain cannot physically prevent. In this situation, these Britons have turned to the consideration of some way of making sure that the American fleet could never be employed against Britain.

All this effort comes down to the simple problem of finding some means of committing the United States

in advance to recognize the British blockade. Mr. Wilson was the first to encounter this British strategy. He went to Paris committed to the Freedom of the Seas as one of the famous Fourteen Points. But he was persuaded that if the United States and Great Britain, as well as all other naval powers, were members of the League of Nations, then there could be no question of the freedom of the seas, or indeed of neutrality, since all member nations would be bound to unite against any nation resorting to war while the offending nation would be outside the law.

This ingenious reasoning came to nothing when the United States refused to ratify the peace treaties and thus enter the League of Nations. But from that moment onward the really skilful British effort has been directed at repairing this breach in British armor. In the main, British effort has followed this reasoning: The British are members of the League. They are, in fact, in a dominant position, at least when they are agreed with the French. Thus they are in a position to obtain a majority decision against any nation which might disturb European tranquility to their own disadvantage. They could procure a vote in the Council of the League declaring such a country to be an aggressor.

On this basis British writers and spokesmen turn to the United States and say—and their words find easy echoes on our side of the Atlantic—"It is true that you are not a member of the League, but you have an obvious interest in the preservation of peace in Europe. Above all, you have no desire to aid and abet an aggressor nation against which the League has taken sanctions. Thus you should be prepared to agree to respect a British blockade directed against a nation pronounced an aggressor by a majority of the League Council."

This proposal takes many forms. It finds most extreme expression in the Capper resolution, introduced into Congress in February. This resolution would saddle the President with the responsibility for deciding who is the guilty party in the case of a war, and embargoing American exports to that country. Such a course would naturally make us a co-belligerent with all League powers engaged in disciplining such a nation. While the British fleet would blockade the ports of the offender, ours would either join or stay at home, while our embargo would abolish any occasion to insist upon neutral rights.

The weak point in this, as in all similar proposals, lies in the fact that it assumes that we should agree with the British and the League in its decision as to the guilty nation. But in point of fact the League is bound to consider as aggression any effort on the part of a European country to escape from the terms of the peace treaties, which we have not ratified. We should thus be bound to assist in the maintenance of the *status quo* in Europe, without regard to whether we deemed it to be just or intolerable.

To take a simple example: If Austria and Germany should vote to unite, should unite and refuse to obey a League order to dissolve, that would be an aggression. This is not an idle speculation, because in recent times and apropos of the Capper resolution, the

French press has specifically asserted this view. Thus the League Council would be compelled to call upon the member nations to join in coercing the guilty Germans and Austrians, and the British fleet would be the most obvious weapon.

But while the union of Austria and Germany would constitute a deadly menace to the balance of power in Europe and would almost certainly insure French, Czech, Polish, and perhaps Italian military intervention, it is clear that many Americans would regard it as no more than the legitimate exercise of the right of self-determination. It is equally clear that all Americans of German or Austrian derivation would instantly protest against any utterance of the President condemning the two German peoples as guilty and any action of the Government designed to insure their reduction by their European neighbors. In practice, we should be back instantly in all the old domestic struggle which came with the World War.

Again, to embargo exports and to recognize the British blockade, made in conformity with the League, would mean to insure swift disaster to the cotton growers of the South, the foodstuff and copper producers of the West, unless the Government should undertake to reimburse those who would be the instant and enormous losers. To undertake any such task would mean financial disorganization along with political chaos. It would mean, in practice, that whenever Europe got into a mess, we would be called upon to bear the heaviest cost in punishing the offender, who might not seem to us an offender at all.

Since the British are in the League, they can safely calculate that no action involving their fleet could take place without their participation and approval. The question of the blockade will only arise when they decide that their interests demand it; and, on the other hand, they will always be in a position to have their prospective enemy placed under the ban of the League. It is true that, under the Capper resolution, the President of the United States might refrain from any pronouncement, or even make one in opposition to the League, but one may fairly calculate that this would be unlikely. Moreover, most of the proposals eliminate the President and go straight to the point of binding us to accept the League decision.

I shall not dwell here and now upon the enormous number of implications in this whole question. But the point to be emphasized is that the result of all of these proposals would be to deprive our fleet of any power to fulfil the duty for which it is being created—namely, to defend American neutrality. We should be automatically bound to respect League pronouncements. We should be bound to respect British blockades when they had League warrant, and the British would naturally undertake no blockade without obtaining, as they could, the Geneva "O. K."

In such a situation, our fleet would be useless. What earthly use would there be in constructing a fleet equal to the British, solely to look at, knowing in advance that we could never use it as a means of insuring the respect of our neutral rights, because we should have no neutral rights. Europe, through

Geneva, would decide in every case who was the aggressor, Britain would assist in the decision—or prevent a decision, if its interests were not involved. And whenever a British blockade came down, our exports would be at its mercy, even more completely than in 1914-15, because we should be bound in advance to respect it.

By any one of the many forms this proposal takes,

we should, in fact, be entangled to utmost limit in all European struggles. We should be committed to share in the cost and the danger of maintaining the existing *status quo*. Above all, having insisted upon and obtained parity, we should have been deprived of the single use we could put parity to. We should be a tail to the kite of the League, without even the right to share in the decision as to guilt or innocence.

IV. Facing the Fact

WHEN ONE COMES TO FACE the fact, however, nothing is more clearly disclosed—alike by the debates in Congress and by the mass of public opinion—than the plain purpose of the majority of the American people, first, to have a fleet unmistakably equal to the British in all categories; secondly, to retain the right and the power to use this fleet in accordance with the fashion in which American interests shall appear to Congress and to the President in any future emergency.

The fleet is not being expanded to get into a European war, and much less to make a war of our own, but to enable us to keep out of any future war of European making and at the same time to insure that our great and growing foreign commerce shall enjoy every possible right belonging to neutral trade. We shall not agree to any proposal coming from the Admiralty which actually deprives us of parity; we shall not agree to any proposal coming actually or apparently from Geneva which mortgages our freedom to employ our neutral fleet in defense of legitimate rights.

If there is to be any form of agreement between Great Britain and ourselves, it must be predicated upon recognition by the British that the reason for our fleet is disclosed in the purpose not only to have and to hold the status of a neutral in the next European war, but to maintain our commercial privileges as a neutral precisely as long as our President and Congress decline to see an American duty to share in a European mess. Moreover, under our form of government, no President or Congress can or will attempt to deprive a future Congress of its constitutional right to determine, at the moment, whether we shall be a neutral or a belligerent.

The British have to choose between two policies. Either they can accept the fact—which seems to all Americans so clear as to be inescapable—that our fleet has no conceivable menace to any legitimate British interest, expresses no purpose to seize an inch of British territory, and discloses no hostile policy. Or, by contrast, they must listen to certain British voices, conclude that an American peril has today replaced the German danger of yesterday, and undertake to deal with us—by naval competition and political alliances—as they dealt with the Germans.

Moreover, nothing is more unmistakable than the fact that the whole discussion has entered upon a critical stage. Mr. Coolidge, until almost the very last, clung to the belief that some amicable adjustment of naval strength was possible. His whole administration being dominated by his passion for

economy, such an adjustment was an obvious need. After Geneva and the Anglo-French agreement, however, he changed his view. He became convinced that there was no escape short of vast expenditures, which he loathed beyond words, first because of the money and secondly because he was about as close to a Pacifist as has ever occupied the White House.

Mr. Hoover is, perhaps, more interested in a vast program of national development than in any system of economy; but, like Mr. Coolidge, he is faced with the fact that, in part at least, the realization of his cherished purposes depends measurably upon his ability to escape from the hampering costs of naval construction. Thus recent British naval policy, as expressed at the Admiralty and so far in Anglo-American negotiations, must be as unwelcome for him as for his predecessor.

Writing in this magazine in January, under the caption "Hooking-up With Hoover," I asked certain definite questions with respect of the new President and above all else the direct question "Has Hoover a Foreign Policy?" In the period since Mr. Hoover returned to the capital I have endeavored to answer for myself certain of these interrogations, and as a consequence of my investigations I have arrived at the following map of the mind of the President with respect of foreign affairs generally and of Anglo-American relations in particular.

In my judgment the President remains in a special sense an isolationist. The United States is for him a field measurably apart, within which there is going forward a new experiment not alone in life but in government. I guess his view of foreign relations to be comprehended in the hope that they may be so satisfactory as to offer no interruption to the concentration of all American energy and effort in the development of American territories. All this, not without the *arriere pensée*, that both immediately and increasingly the success of the American experiment would advantage the rest of the world, as it established higher standards of living and new methods of utilizing national resources to individual and collective progress.

Knowing British conditions better than almost any other American, at least in public life, I fancy him to view with deep regret and real anxiety both the superficial hostility to his country which every returning pilgrim from England shares and the far more serious consequences this hostility may have both for the United States and Great Britain. Having lived long in England, the present economic crisis presents a very clear picture for him. Many of the problems it

presents are, too, precisely the problems he regards as within his own field.

We have never had a President who knew any foreign country as well as Mr. Hoover knows England. Nor, in my judgment, has there ever been a President who attached a higher value to Anglo-American relations, or saw in any considerable or continuing British disaster a greater danger for the United States itself. I am convinced, from every report that comes to me, that Mr. Hoover is quite as anxious to get Anglo-American relations back within normal banks as to prevent a repetition of the floods of the Father of Waters.

But for the President, as for his colleagues and for Washington in general, the problem of ameliorating Anglo-American relations seems to turn upon the removal of certain psychological obstacles discoverable in the contemporary British mind. Save perhaps for Mr. Coolidge, no American has been more overwhelmed with expressions of American pacifism in recent months than Mr. Hoover. Of one thing I am certain: From the experiences of his campaign and pre-inauguration days the new President brought no more vivid impression than that derived from the contact with the national demand for peace.

Yet along with this popular demand for peace goes another, which I have found dominating the minds of many members of the Senate and the House of Representatives—namely, the demand for equal protection on the seas for an American foreign commerce, which in value has already approximated that of the British. And Congress and the President alike are fully aware that the overwhelming support for the Cruiser bill was born of the conviction that in no other way could real limitation of armaments be attained, in the light of the Washington and Geneva experiences.

In recent visits to Great Britain I have found myself perpetually confronted by the British demand: "Why do you want the ships?" To this has been frequently added the statement: "Of course we are ready to concede equality, provided you can show us why you need it." What has always seemed to me lacking was the perception of the fact that, fortunately or unfortunately, the United States had in the first quarter of the Twentieth Century developed in wealth and resources to the point where its ability to build was comparatively unequalled, and that, despite this fact, it was frankly and honestly prepared to be satisfied with equality.

I know that there is a difference between parity as we see it and equality as the British reckon it. I confess to feeling a certain unfairness in our insistence that tonnage should alone be the standard, with armor, guns, and speed ignored. Even at this late date I believe it would be possible to strike some balance between parity and equality—that is, between American and British technical viewpoints—involving certain concessions on each side. But every agreement on detail must inevitably wait upon an agreement in principle.

During Mr. Hoover's administration we are not, in my judgment, going to join the League of Nations, associate ourselves with any League system which

either enlists our fleet to share in League sanctions or binds it not to protect our neutral rights in the face of such sanctions if we shall at the moment decide upon such a course. Nor are we going to abandon that policy which seeks the double objective of substantial equality in naval strength and an equally substantial limitation by reduction of present programs. A British proposal for limitation which fixed a figure above 300,000 tons for cruisers (our present maximum) would be totally unacceptable, and present American opinion would be dissatisfied with any figure above 250,000. I confess, too, to the apprehension lest, in the face of another failure in conference to settle the matter, Congress should adopt a new program which would establish clear naval supremacy as the sole way to arrive at any limitation.

Where do we stand with England? What is to be the policy of the Hoover Administration in the face of its most difficult foreign problem? In my judgment the situation is this: The success of Mr. Hoover's most cherished domestic projects, as he perceives himself, depends upon the abolition of the single disturbing foreign complication. The desire to get rid of this difficulty is a dominating consideration. Moreover, public opinion imposes the double duty of expanding prosperity at home and promoting peace abroad.

During the campaign I pointed out in this magazine the foolishness of the effort of certain Democrats to ascribe to Mr. Hoover a completely British point of view and to dub him " Herbert Hoover," even for campaign purposes. But, on the other hand, I know of few Americans who have as clear and unmistakable a conviction that any political or social disaster to Britain would be an unparalleled misfortune for the United States. And I am convinced that Mr. Hoover would see in any naval rivalry, imposing new burdens upon British industry, the menace of catastrophe.

But President Hoover himself, with every good intention, and the country, despite its unmistakable eagerness for peace and for the establishment of peace on a durable foundation, can do nothing precisely as long as there endures in Great Britain a controlling or influential opinion which sees the United States in terms of a potential enemy, which builds on the assumption that the enormous wealth and power that has come to us is to be employed in foreign aggression, in policies and purposes inimical to the unity or security of the British Empire, which thinks of us in European political terms and in the framework of nineteenth century imperialism.

When Great Britain was more powerful than the United States she insisted upon naval supremacy. Today, when we are decisively more powerful, we are completely ready to agree to equality; and the disputes between parity and equality would not long delay agreement were there any general conviction in the United States that the problem was no more than the simple accommodation of differences between technicians.

But the question is not one of agreeing on the principle of equality, and then finding some form of contract within the League system or in the shape of some Anglo-American partnership which would, in ef-

fect, abolish the effects of equality by limiting our freedom of decision. One risk the British must take, and that is the risk incident to the use to which we might put our fleet in the maintenance of our neutrality and neutral rights in case Britain were engaged in war. But the alternative is a naval competition, with all its implications of waste and danger, and in the face of disproportionate capacity to bear the burdens incident to the race.

I can say, with exact knowledge, that nowhere more completely than in the White House is the misfortune of present Anglo-American relations more fully appreciated; and no detail in the foreign policy of the new Administration is appraised more highly than that which concerns the removal of the present trouble. But the United States, having made two approaches—those of Washington and Geneva, both of which ended in disaster so far as cruisers were concerned—the initiative today belongs clearly with the British.

Obviously, with a crumbling ministry and an approaching general election, the Baldwin Government is in no position to make any gesture at the moment. Moreover, with an extra session coming on, the Hoover Administration is bound to be equally busy for long months. Nor is there much to be hoped from the April meeting at Geneva of the League commission to discuss the limitation of armaments.

Necessarily the world will wait upon the adjustment of this Anglo-American dispute before it takes any step, however short.

Fortunately, too, this dispute carries with it no implication of war. Its greatest perils are comprehended in continuing suspicion and possibly expanding naval expenditures. If, indeed, Britain has anything concrete to fear from the United States, it is economic not political rivalry; it is conflict for markets not for territories, for customers not for colonies. But what is beyond all else inexplicable is that the British policy in the direction of naval expenditure must infallibly handicap British resistance to the only American attack which is anywhere discoverable.

In point of fact, if American policy concealed any of the evil purposes which could alone justify present British suspicion, what course could be more consistent than that of actually challenging Britain to a competition in naval construction, which could only further handicap a nation staggering alike under the burden of war debt and peace unemployment? And what policy could be more absurd than that of seeking agreements which would reduce, not increase, British naval costs?

To reconcile these two conceptions would be to believe that while Uncle Sam was wearing the Prussian steel helmet, the space under it was unfurnished.

Traffic Lights and Traffic Speed

By CLARENCE O. SHERRILL

City Manager of Cincinnati; Lieutenant Colonel, U. S. A., retired

ON MY RECENT VISIT to New York City to discuss the subject of city planning, I was very much surprised to find the total lack of progress made there in traffic control in the past ten years. Some of the things that forcibly strike a visitor are:

Unnecessarily slow movement of all traffic.

Frequent stops and long waits of all vehicles.

Entire absence of traffic discipline and obedience to traffic regulations by pedestrians.

Lack of adequate parking restrictions and regulations for the control of heavy trucking in shopping areas.

Failure to use adequate traffic aids, markings, lines, signs, etc.

Lack of a modern traffic light control system.

Large numbers of patrolmen ineffectually trying to control traffic which could be handled far better, and at a fraction of the cost, by traffic lights and traffic aids.

New York City has a huge volume of motor and pedestrian traffic to handle, and no one can disparage the magnitude of this problem. But I feel sure that an expert on traffic management could greatly improve matters by a few simple expedients, without the necessity of great delays due to extensive traffic surveys to solve the major problem.

The most striking impression one receives of New York traffic is that no vehicle can move continuously in any direction, but must spend more time waiting for the line to move than in moving, with a great resultant waste of time and available street space. The absolute essential of effective traffic regulation is that it shall move steadily, rapidly, and by all means continuously in all directions. This applies especially to motor traffic. To accomplish this, a traffic light system with short intervals alternately red, amber, green, amber, covering the entire congested area of the city, is a vital necessity. Such a system must be arranged in checkerboard fashion, alternately red and green in successive intersections—so that a car traveling on a green light through any intersection will travel against a red light at the next intersection, but will, by moving at a prescribed rate—say, 20 miles an hour—arrive at each successive street crossing just as the green light appears.

The New York practice of moving traffic for a number of squares on a single green interval must necessarily fail for the reason that pedestrians cannot be held back for more than the briefest interval, say, ten to twenty seconds. The present New York system tries unsuccessfully to hold them for about ten times



FIFTH AVENUE IN NEW YORK, WHERE PEDESTRIAN CROSS TRAFFIC IS HELD UP FOR TWO MINUTES AT A TIME

that long, or from one and one-half to two minutes. The result is apparent on Fifth and Madison Avenues, in the masses of pedestrians who surge across the streets between, in front of, and almost under and over the motor cars. This failure to control pedestrians destroys the supposed speed secured in blocking traffic eight or ten squares at a time, by so interfering with motor cars that they can only move at a snail's pace on the average, to avoid maiming or killing scores of pedestrians streaming across the street.

Another serious objection to the New York method is that there is a constant tendency to excessive speed when a long stretch of avenue is thrown open on the "green." The alternate checkerboard method effectually prevents speeding, because the driver can see ahead that the light at the next intersection is red, and hence will involuntarily arrange to reach that point just as the light turns to green.

I have found that pedestrians can be trained to obey the signals almost one hundred per cent. if the intervals are made so short as to cause no serious check on their progress.

The value of the amber-light intervals has been much discussed, but the experience in Cincinnati has amply proved their value. The amber following red is of great value in order to allow the mass of pedestrians to cross the street before the vehicles begin making right turns. The amber following the green is equally valuable to allow vehicles, which have inadvertently entered the intersection just about the time of the change of interval, slowly to continue across the street without danger of colliding with vehicles moving from the right or left. In my opinion, amber intervals are of the greatest value as a safety aid both to pedestrians and motorists.

On important single arteries of travel flanked on the sides by relatively unimportant streets and little cross traffic, as for instance on Riverside Drive, a synchronized progressive system of traffic lights should

replace the present method of blocking traffic for several squares on the green, with a correspondingly long wait at the end of every block on the red.

This progressive system is being used in Cincinnati to give the desired rate of continuous travel, about twenty-five to thirty-five miles an hour in both directions along a main artery. The desired relation of intervals of the lights is maintained under this system as originally set, by a method of operation depending on the cycles of electric current supplied to the traffic lights. Once a chart has been made so as to give the desired speed in both directions along the artery, the traffic lights are then set with the proper timing, and will maintain this timing without attention.

These suggestions about handling New York traffic relate to only one of the features of traffic control. There are many others to be given consideration in comprehensively planning traffic regulation for such a complex problem as that of New York. But, without waiting for a complete determination, I feel sure that tremendous improvement can be made along the lines suggested above, with a resultant great speeding up of traffic, decrease of time lost, and much greater safety to both pedestrians and vehicles.

Other important questions relating to the handling of traffic, such as well-worked-out parking regulations, no-parking areas, shopping zones, safety platforms, isles of safety, street widenings, opening new streets, grade eliminations on intersecting streets, etc., are outside the scope of this brief discussion, but should of course be given careful consideration by the authorities in charge of traffic in order to secure a complete solution of the problem.

The suggestions contained in this statement are by no means to be construed as criticisms of the authorities charged with the handling of traffic in New York City. They are simply my observations, based on a good many years' experience in handling these problems in Cincinnati and Washington.

Trading Politics for Business

One Reason Why the South Went Republican

By ROBERT W. WINSTON

Formerly Judge of the Superior Court of North Carolina

UNDOUBTEDLY THE COMING of Mr. Hoover is a turning point in southern industrial and economic life. Until his election Reconstruction had left in southern politics little but bitterness, passion, and spite. Anything to beat the Radicals.

One young Southerner of tender conscience, objecting to a candidate because he was corrupt and dishonest, complained to the chairman at headquarters.

"My young friend, vote straight," he was told. "All you want to know is the name of your candidate."

Amid such surroundings southern industrial life stagnated. There was little civic consciousness or co-operation, and few industries. Cotton was still king. Yet the 1928 elections were not unexpected. The way had been blazed.

In the Upper South preparations for the shift from partisanship to business had long been under way. First came the intellectual awakening. Groups of teachers, notably in the sociological and economic departments of southern colleges, had spread the good news that the South is a well favored land, held back only by poor leadership and a false emphasis. These brave men demonstrated that the teachings of Nat Macon of North Carolina and of Calhoun and Jefferson Davis were a grave fallacy. They showed that agriculture was not more desirable and profitable than manufacturing, and that a one-crop tenant system is suicidal, and caste distinction fatal to progress. Adam Smith's well-known doctrine of free trade might work on paper, but in practice it would not. Newspapers joined in the fight. Freedom of thought, freedom to vote unhindered, universal education, diversified industries, factories and more factories, a turning from instinct to intelligence—these and like practical topics filled southern news columns.

Walter Hines Page, in two memorable papers, "The Forgotten Man" and "The Rebuilding of an Old Commonwealth," laid the foundation for this forward movement. Governor Aycock of North Carolina, seizing upon the thought that the white man could not rise unless the black man rose with him, devoted millions of public money to education, education for white and black alike, and literally fell dead on a

Birmingham lecture platform with the word "education" on his lips.

States, counties and cities took up the work, abolishing small one-teacher school houses, consolidating the districts, with four or five teachers each, hauling children to and from school in public-owned trucks and "building a school house a day for every day in the year." Libraries were installed, reading rooms provided, free night schools opened. Movies played an important part, the most backward sections thereby visualizing the progress of their more enterprising neighbors. Violence was diminished and lynchings dropped off.

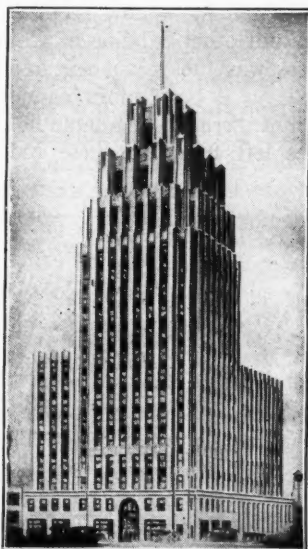
Then came health campaigns against hook-worm disease, typhoid and other contagious troubles, followed by propaganda for better rural living and more comfort for the people at large. Factories were built, winter resorts sprang up, hydro-electric plants were developed, and hard surface roads built. Trucking and stock raising, cheese factories and creameries, made their appearance. Industries were diversified; and King Cotton was trembling on his throne. Moreover, as far back as 1893, industrial leaders of the South had begun to desert free trade for the doctrine of protection.

Right or wrong, southern industrial leaders had come to look upon progress and prosperity as synonymous with the Republican party; hard times and panic they charged up against Democracy and its populist tendencies.

Where Are the Wealthy Southern Democrats?

WITHOUT DOUBT southern captains of industry have been for years bolting Democrats or active Republicans, in national elections. In North Carolina, I venture to say that there is scarcely one very wealthy national Democrat. And in other industrial southern states conditions are not unlike those in North Carolina. Politics has ceased to be a matter of hate or sentimentality, and has taken on a practical business aspect.

It was no accident that swept the Old Dominion and four sister Confederate states—North Carolina, Tennessee, Florida, and Texas—from the party



IN THE NEW SOUTH
The twenty-story office building being erected in Winston-Salem, N. C., by the R. J. Reynolds Tobacco Company.

of Jefferson Davis into the party of Coolidge, Mellon, and Hoover. They are five of the most forward-looking southern states, with the smallest Negro population. Long ago, in fact since Bryan began to dominate the Democratic party, rumblings of insurgency had been heard in these states. In 1920, more than 200,000 white votes in North Carolina were cast for Harding. In November, 1928, nearly 350,000 were cast for Hoover, giving him a majority of 61,000.

Two other progressive southern states, Georgia and Alabama, although they remained in the Democratic ranks last November, disclosed decided Republican gains. In Alabama in 1924 Davis led Coolidge by nearly 58,000 votes; but in 1928 Smith led Hoover by less than 14,000. Jefferson County, in which the city of Birmingham is located, went about 3 to 1 for Davis, but in 1928 it actually was carried by Hoover. The same story holds true in Georgia: a Democratic lead of 93,000 in 1924 was cut to 30,000 in 1928, and the county containing Atlanta cast more votes for Hoover than for Smith. It is quite in keeping to note that Atlanta and Birmingham are taking their places as industrial centers of national importance.

An examination of the large southern Republican vote of last November will show interesting facts. Practically no Negro votes were cast, a lily-white policy having been adopted years ago. Again the bulk of this vote was the plain, illiterate folk, those of small social standing. But a most important factor must be mentioned—the industrial group. In North Carolina one calls to mind a host of these captains of industry, Dukes, Reynolds, Fries, Moreheads, Kistlers, Holts, Cones, Myers, Cannons, Blairs, Coxes, Harrises, Cramers, Pattersons, Erwins, Hanes.

These men organized and financed the revolt in 1928, and these are the men who have developed water power, built factories, organized trust companies, opened banks, diversified industry, created wealth out of which came taxes to construct roads, build school houses, create a spirit of progress and nationalization, open up the South to the outside world, and make her incomparable climate and other advantages available. The spirit of progress was the underlying cause of the disrupted South.

Assuming that the Negro question is not thrust to the front and that southern whites are left free

to work out their destiny, under God and in their own way, there will be no backward economic step. A step backward now means bankruptcy. The South has moved out from her isolation to become a part of the industrial world. She is a new land; the Chinese wall is torn down. For a hundred years she followed leaders who taught that isolation was an ideal condition, poor land the best neighbor, and that a change from the field to the factory was a change from liberty to slavery.

"Mr. Speaker," said Randolph of Roanoke, in his piping voice, "I have discovered the philosopher's stone—'Pay as you go.'"

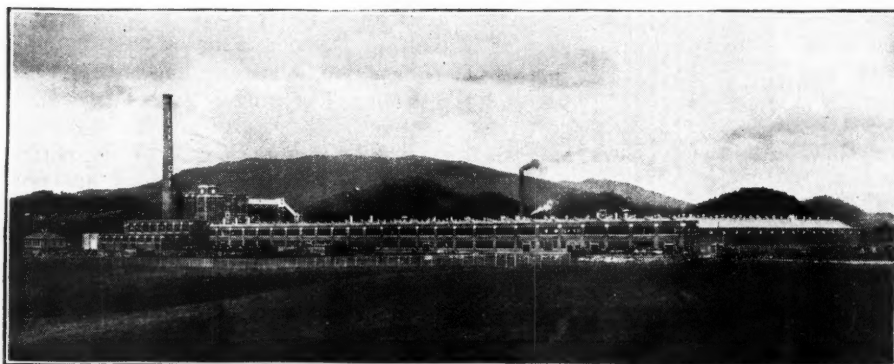
Randolph's doctrine has been repudiated in Dixie—the South has capitalized the future and mortgaged coming generations. King Cotton is dethroned. Whether she will or no, Dixie must look out for self. The day of the doctrinaire is past and past forever, for the South, having put her hand to the plough, cannot turn back. Like the famous Alice, she must run as fast as ever she can to stand still.

Politics Now a Business Issue

IN THE LAST SIX YEARS the sixteen southern states have issued more than two and a quarter billions in bonds. The interest on this large sum at four per cent. is ninety-odd million dollars. A people involved in a debt of billions cannot afford to waste time on sentimentality or hate. If they do, the sheriff will surely get them. To succeed now the South must be up and doing, employing every human agency and all fair methods to this end. If the South does not go forward she must go backward. Politics is not morals, politics is business, and Hancock was everlastingly right: the tariff is a local issue, the tariff is meat and bread, and those failing to understand this surely need a guardian.

These principles or policies the southern people are now beginning to understand. Peanut growers now see that they cannot compete with the pauper labor of China and Japan, where peanuts are grown at a cent and a half a pound. It is also seen that mica mines cannot compete with foreign mica, and that the same holds for the common brick industry. Each of these industries, together with tobacco, tomatoes and numberless others, are now beseeching Congress for protection. The South has at last discovered that her job is manufacturing; that while she cannot compete with the wheat and corn fields of the West, she can compete with the best in factories.

Climate and labor make this possible, as the following contrasts between North Carolina and certain other states show: Savings that North



A NEW INDUSTRY IN THE HILLS OF TENNESSEE

Silk factories of the American Bemberg and Glanzstoff Corporation at Elizabethton, Tenn., utilizing cotton linters—formerly waste—and creating a vast new industry.

Carolina offers over the Pennsylvania, New York, Massachusetts sector are half in fuel costs; half in clothing costs; half in vegetable costs; half in labor costs; about half in general costs; half in vacation costs; and there is more comfort in North Carolina's predominant small city population.

Gains that North Carolina offers over the Pennsylvania, New York, Massachusetts sector are one-fourth more sunshine hours a year; one-fourth more rainfall inches a year; half more days in the planting season; 100 per cent. of the year in which one may walk or motor in comfort; almost as much when one may sit out-of-doors; and almost as much of the year when one may push building operations.

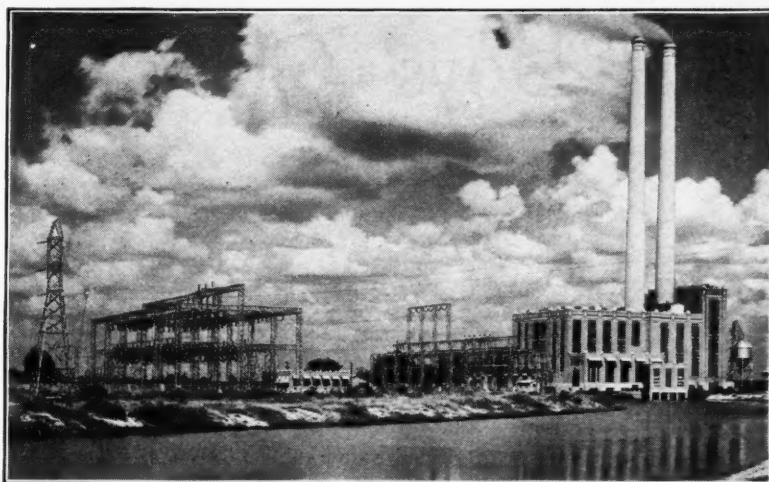
These figures imply that in a few years certain northern states will have no great need for a tariff, or for the Republican party, while the South will be wedded to both protection and Republicanism. In the last election, Massachusetts and Rhode Island went Democratic, and Virginia and North Carolina went over to the Republican column.

In the last six years southern bond issues, by states alone, aggregated a billion dollars for roads, and three hundred millions for schools. This does not include county and city issues, which would largely swell the amount. A public debt may be a public blessing; certainly it may prove so to the South. By means of bond issues the South is raising vast sums of money, shaking off senility, educating her children, pulling herself out of the mud. Last year she expended on roads and bridges four hundred millions of dollars, and purchased nearly half a million automobiles.

I would not be understood as saying the agricultural South is prosperous. Sections relying on cotton or other one-moneyed crops are in bad way. But by and large the Border South is prospering; and it was this prosperity which caused it—together with Florida and Texas, two of the most progressive states—to go Republican last November. Of Texas, indeed, it must be said, "Watch Texas!" The next census may give that empire state six new Congressmen, three times as many new members as any other state.

"We're Out for Business!"

THE POPULATION of the sixteen southern states is more than forty millions; the gross value of their products is more than eighteen billions; they own seven million autos, and have invested fifty millions in rayon plants. Of rayon production experts declare that one hundred million pounds were produced last year, and that the rayon production of the United States is definitely centered in the southern states. In one year the mineral output of the South is more than a billion dollars; her cotton manufacturing more than one billion, her coal production two hundred and seventy-



INDUSTRIES DEMAND POWER

The new industries, which are bringing prosperity to the agricultural South, inspire the development of new sources of energy such as this lignite power plant at Trinidad, Texas.

four million tons; she annually exports a hundred and ninety-four million tons; her bank resources are ten billions; she expends in public schools each year four hundred and twenty-six millions; her revenue taxes run up to six hundred and thirty-eight millions—North Carolina leading all states except New York and Illinois—and paying taxes amounting to \$205,650,000. Southern construction contracts are annually about one billion dollars. The South produces 58 per cent. of the world's cotton, and has five times as large a coal area as all Europe combined, excluding Russia.

These vast industries are largely dependent on the Government for protection and support—business and governmental protection going hand in hand. The state that snuggles closest to the national Government is usually a wise and highly favored state.

Shall a people favored as are the southern people fail to realize these significant facts? In the past they have missed golden opportunities, despising or neglecting their Government, and going without governmental assistance. Shall they continue to vote one way and pray another; shall they theorize and starve, or be practical and wax fat?

The best answer to these questions is the break-up of the solid South in the last election. In Dixie, 1929 came in with a bang, the industrial interests alert and confident. Cotton and furniture factories enlarging, merging, combining, reducing overhead, keeping step with the times; larger banks and railroads prospering as never before, enormous road and educational programs mapped out.

"Have done with politics—we're out for business." This seems to be the southern slogan, and in Dixie we may soon expect to see the flag of our country flying from the housetops as in New England and elsewhere. It has been said of capital that it is raw material plus personality—steel plus Carnegie, oil plus Rockefeller. The definition seems faulty because a third factor is omitted. Is not capital or business success raw material plus personality *plus* governmental aid, and of the three is not the last most powerful?

Boys' Clubs and Crime

By BURRIDGE D. BUTLER

President, United States Foundation for Boys' Clubs

CHICAGO HAS AWAKENED to the fact that a street congested with boy life is a breeding place for crime. This vast melting pot of a city has found that its flues must be cleaned, or its fires will go out. Two hundred thousand boys play in its streets, and crime takes its tragic toll among them day and night. A new municipal court and jail costing \$5,000,000 was built with tax money during the past year, and through it flows this polluted stream of destroyed boyhood. That this condition exists is an indictment which Chicago accepts, and will correct.

It must correct it, for Chicago is unfortunately a striking example of the facts so vividly presented by Howard McLellan in his article on "Boys, Gangs, and Crime" in the March REVIEW OF REVIEWS.

The practically-minded reader of Mr. McLellan's article will wonder what is the answer to this modern tendency of city boys to drift into gangs and thence into crime. In reply I quote Robert D. Klees, managing director of the Union League Foundation for Boys' Clubs in Chicago. He said:

"Let us work for the prevention of crime, rather than for the correction of crime."

Mr. Klees speaks with the authority of accomplishment, for in nine years he has largely changed the attitude of the community toward the under-privileged boy of Chicago. The Union League Foundation for Boys' Clubs which he manages is, perhaps, the most significant among the score of existing agencies seeking to cope with our after-the-war epoch of lawlessness. The Foundation has a splendid record.

Five million dollars—the sum spent on one court and one jail—will build a club for boys in each of Chicago's fifty wards. Judge Arnold says that these fifty boys' clubs will do away with three-fourths of Chicago's juvenile delinquency in five years. And Federal Judge Page says, "These boys' clubs will do more good than all the courts and policemen in Chicago." Thus Chicago attacks crime at its source.

Already two clubs have been founded, and are maintained by the members of the Union League Club. A third unit will be built this year. What has been their answer to Chicago's indictment?

The boys' club at 19th and Levitt streets opened its doors May 30, 1920, to the service of a community that in 1919 had topped Chicago in juvenile delinquency with 1,344 boys arrested. In 1920 there were 802 arrests, in 1921 there were 592, and last year 276—a reduction of 79.4 per cent. in juvenile delinquency in 1928, compared with 1919. This club's enrollment is more than 2,200 boys.

The boys' club at Lincoln and Emerson streets was opened in April, 1927, in a district that held the city's

highest delinquency record in 1926, with 1,389 arrests. In 1927 arrests were 1,138; but in 1928, when Club No. 2 was in full swing, the Racine police station reported 432 boys arrested in the district. This is a reduction in arrests of 68.1 per cent. within twenty months. The Club has 2,000 boys enrolled, with an average daily attendance of 890.

Boys' Club No. 3 has not yet been definitely located. Surveys are being made, and work will be started this spring for an early fall opening in that spot in which juvenile delinquency is found doing the biggest business. Right now I can put my finger on the spot I want the next club. One police captain told our investigator, "Say, this ward is too tough for a club. They'll smear it." That's just where I want No. 3. It is a challenge that has been met before.

What does it cost?

It has cost \$17 a year per boy to run a club for 2,000 boys. Of this \$5 is interest on capital invested in building and equipment, and \$12 per boy for running expenses. Last year Union League Club members contributed on monthly tickets \$76,138; boys at 19th and Levitt, \$1,951; boys at Lincoln Street, \$1,736; boys at summer camp, \$3,363. Rent and interest brought \$959, making the total \$84,147.

Last year expenses were: 19th Street Club, \$15,947; Lincoln Street Club, \$17,059; general, \$17,067; summer camp, \$9,658; educational, \$875; Christmas baskets and clothing to the poor (distributed by the boys), \$2,824; capital expense, \$11,982; and total, \$75,412.

The Union League boys' clubs are non-sectarian. Nine-tenths of the boys are Roman Catholics or Jews. Help has been given willingly by all in developing these constructive social enterprises. The clubs are presented to the community not as a charity, but as a belated recognition of the social needs of the boy in a large city, accorded him by fellow citizens who are repaid by better service to the community by the boy.

A normal boy is never a bad boy. He is only a good boy doing the wrong thing. Give him a simple club for the activities of his leisure time—between school time and bed time—and he is taken off the streets, away from the dangers of association with morons and criminals. Through supervised games he learns to play fair; and the boy who learns to play fair develops an alertness, honesty, and truthfulness that makes a man of him. That is the net of it.

The boy in the street is detached, and the gang gets him unless his home influence is sympathetic and constant. This lack of home influence finds its best substitute in the boys' club. It is the anchor of modern boyhood until he has learned enough to find his place of usefulness in our complex city life.

Folk and Fruit in Florida



WITH ALL THE VAST and varied interests of southern California, the orange industry, apart from the charm of the winter climate and the gay luxuriance of flowers and gardens, is the thing that is most fascinating to visitors, and that advertises the state most widely. California owes much to the scientific authorities who have standardized the marketable varieties of citrus fruit. Equally, the Golden State of the West is indebted to the California Fruit Growers' Exchange for the impressive manner in which it has solved the marketing problem. Thus California has set the great example, and Florida is at last learning the lesson and following resolutely, with determination to solve the small problem of the individual fruit-grower by mastering the large problem of the entire citrus industry, composed of producers and shippers.

In volume, California is still a long way in advance of Florida. In round figures California will have shipped 80,000 carloads of oranges for the season 1928-9. In contrast Florida will have sent out of the state about 32,000 carloads. Florida is relatively more successful with grape fruit than California. The State Agricultural Department is taking a keen supervisory interest, and the State Agricultural College at Gainesville, over which Dr. John J. Tigert now presides, devotes scientific research work to citrus fruit culture as well as to other distinctive Florida crops. At the last state enumeration, made as recently as July, 1928, Florida had 10,846,932 orange trees in actual bearing condition, not to mention several million young trees not yet old enough to bear fruit. There were 5,189,679 grape-fruit trees, and the tangerine trees numbered 1,149,490. In northwest Florida, they are producing a hardy kind of Japanese orange called "Satsuma"; and 235,503 Satsuma trees were bearing, with a much larger number lately planted in the firm belief that climatic conditions will justify a wide extension of groves of this type. Lemon culture is almost negligible, only 52,992 trees being counted. In California, on the other hand, there is a large and successful lemon industry.

Looking to the future, Florida has the advantage of a much larger area of land adapted to citrus fruit culture than any other part of the United States. It is reported that 300,000 acres include all of the Florida groves of citrus fruit, of which 60 per cent. may be assigned to oranges, 35 per cent. to grape fruit, and 5 per cent. to tangerines. Across the roadway from a beautiful and flourishing orange grove, one may find almost anywhere in Florida a stretch of neglected, barren-looking land once covered with splendid pines, but

now exhibiting stumps and ragged patches of second-growth trees and semi-tropical shrubs. Much of this worthless-looking land is in fact as good for orange groves as could well be desired. Florida could easily produce ten

times its present crop of citrus fruit; but this would require the further investment of capital to the extent of three or four billion dollars.

Encouragement to extend the culture of citrus fruit must come from a more profitable demand. The crop of the season just past has been abundant, but prices have not been high enough to stimulate the excited speculation in orange groves or adjacent wild lands that prevailed in the period from 1924 to 1926.

One great mark of progress, however, must be noted. This is the recent establishment of the Florida Citrus Growers Clearing House Association. The new organization had to be built upon the foundation of existing facts. The California plan, which has erected a great marketing organization upon the coöperative union of orange producers, did not fit the Florida picture. There were various large producers who had their own marketing facilities. There were also a large number of packers and shippers, with their capital invested in their own established enterprises. Some of these were engaged partly in producing and partly in buying the fruit of many other producers, and in supplying definite market demands in one city or another of the North. Besides these, there had existed for twenty years the Florida Citrus Exchange, a coöperative society of producers that had been handling something like 30 per cent. of the crop.

IN 1927 THERE BEGAN a real agitation, with certain John-the-Baptist voices proclaiming the coming of some unknown leader who should deliver the Florida citrus growers from chaotic conditions. There was dire need of unity and harmony. They were producing without sufficient attention to standard grades and conditions. Some of them were hurting Florida by shipping green fruit. More than two hundred individuals, firms, or companies, engaged in packing and shipping, were hurting one another and Florida by haphazard competition in northern markets.

As a result of this agitation, the producers came together last year and formed what is now famous in Florida as the "Committee of Fifty". They brought many leading shippers into line, and the Florida Citrus Growers Clearing House Association is the outstanding result. There is no attempt on the part of the producers to put established packers and shippers out of business. The new association is working for the

advancement of the Florida citrus industry as a whole. The growers had worked so efficiently last spring—holding considerably more than a hundred meetings in different parts of the state during March and April—that they brought 75 per cent. of the crop into their new organization. Most of those remaining outside are very large producing units, which, of course, are benefited indirectly by the increased prosperity of the producers as a whole.

The shippers themselves have an advisory committee that meets constantly with the executive committee of the growers. This movement has had the encouragement of the Agricultural Department at Washington, and, of course, is supported in every way by the state officials and the Legislature. There are 225 packing houses of affiliated shippers, using the grades of the United States government as a basis, and packing and shipping under inspection. A leader in the crusade was Mr. S. E. Thomason, now at the head of the *Tampa Tribune*, who brought Mr. A. W. Hanley from Chicago to Florida to make a preliminary survey. Mr. Hanley is a man of rare energy, with a background of many years experience in the handling and marketing of fruit throughout the United States and Canada, and he remains in Florida as an officer of the Clearing House. More might be written about this; but the experience of another year will provide a less immature story.

REPORTS FROM THE RAILROADS are to the effect that Florida has been more popular as a winter resort, in the season just ending, than ever before. Local testimony in Florida also shows more visitors, better hotel patronage, and a larger number of human beings actually within the bounds of the state than at any previous time. The boom created marvelous hotels and other facilities, which temporary reaction could not take away. There was mushroom speculation in undeveloped acreage; but there was nothing of a mushroom sort about the great architectural creations, the splendid bridges, the network of paved highways, that owed their magical appearance to the high pressure methods and the unrestrained optimism of the boom period.

Our entire South is improving at a great rate, inviting permanent settlers as well as visitors from northern states and cities. Florida merely happens to be farthest south of the galaxy of states; and its accessibility makes it especially inviting to people of New England, New York, and the East. Like California, Florida takes on a distinctly national character. Automobiles bearing license tags from almost every state in the Union have thronged the Florida roads and resorts during the recent season.

Prosperous America is promoting migration from within the country, as well as the vacation

habit. South Carolina, Georgia, Alabama, Mississippi, Louisiana, Texas, New Mexico, Arizona, California, as well as Florida, will benefit greatly by virtue of their attractive winter climate, and their unlimited opportunities for agriculture and industry, as well as for health and recreation. The northern states in turn must gain more than they lose by the southward trend. The prosperity of the South makes markets for various products of the North, just as truly as the North supplies markets for the citrus fruits, the cotton, and the other distinctive products of the South. Furthermore, from New England, all the way to the Canadian Rockies—from Portland, Oregon, back to Portland, Maine—the summer vacationists will continue to move in increasing numbers, and will doubtless remain by far more numerous than those who can afford to go to warm climates in the winter.

MEANWHILE, AS REGARDS FLORIDA, no regional convalescence has ever been more speedy and assured than that which now follows the collapse of the boom of four years ago. The American Forestry Association recently met at Jacksonville, inspected Mr. Penney's vast estates at Green Cove Springs, and encouraged reforestation as a hopeful southern opportunity. Mr. Edmonds of the *Manufacturers' Record* has been pointing out the great need and opportunity of manufacturing and other permanent industries, besides agriculture and the hotel business. Florida looks to increasing commerce with the West Indies and South America; and its seaports and traffic centers like Jacksonville, Pensacola, Miami, Tampa, and Key West have lost no iota of confidence in their future.

One fine asset of Florida is the restored vigor and public usefulness of men and women who, like so many in southern California, have become residents for reasons of retirement from business and professional life in the North. They take a leading part in promoting education; and Florida does not neglect them or allow their talents to grow rusty. The retired college professor of the North is eagerly sought after in Florida, and finds himself launched on a new career. It is not

that the fabled fountains of youth are bubbling exclusively where De Soto is said to have sought them. It is rather true that change in itself is stimulating, and that freedom from long-continued routine inspires fresh activity. Thus Florida welcomes the Rockefellers, the Edisons, and the tired men of business and affairs, along with the editors and professors, novelists and poets, doctors, lawyers, engineers, garden-makers, and social idealists—not to mention a retiring President, his successor, and the defeated candidate—who seek its balm of sunshine, its orange groves and dazzling beaches.

A. S.



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1929

Mississippi, as their opportunity to gain prosperity, but the market is dis- New from sum- using mer- nates

Mr. Hoover's Plan: What It Is and What It Is Not

The New Attack on Poverty

By WILLIAM TRUFANT FOSTER
and WADDILL CATCHINGS

Authors of
"The Road to Plenty"

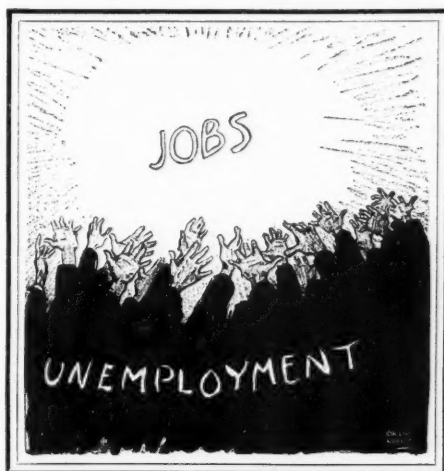
THE FIRST PRONOUNCEMENT of policy made by Mr. Hoover after his election was presented to the Conference of Governors, at New Orleans. He asked the coöperation of all the states with the federal Government in collecting information and planning public expenditures for the purpose of sustaining business and employment. It now appears that this project, which the President has repeatedly endorsed in principle, will be explained in detail in a special message to Congress.

Meantime, as was to be expected, Mr. Hoover has gone directly at the problem by taking numerous steps—including the appointment of a committee on the causes of our prosperity—to acquire the exact information upon which to base his proposed program.

Precisely what his Plan will be, we are not authorized to say. From his numerous statements on the subject, however, even antedating the report of President Harding's Committee on Unemployment of which he was chairman, and running through all his pre-election addresses, any one can readily discover the essentials of his Plan. With that Plan, as we understand it, we are in complete accord.

We are not in accord, however, with what has been widely *reported* and *discussed* as "the Hoover Plan." So we venture here to explain just what, in our view, the Plan is and just what it is not.

HERE IS THE IDEA in brief: It is proposed that federal, state, and local governments, in addition to appropriating money the expenditure of which cannot be hastened or postponed, shall make certain credits available, in connection with public works planned well in advance, which credits shall be used only when specified, official indexes of economic conditions show that business appears to be headed for a depression. Conversely, it is proposed that measures shall be taken looking toward *decreased* capital expenditures when business appears to be headed for inflation. Through widespread announcement of such action and the scientific basis for such action, private business shall be afforded the leadership which it now lacks, and which



By Kirby, in the *World* © (New York)

it must have in order that in its own interests it may coördinate its activities with governmental activities.

The first thing to observe about this Plan is that it is preventive. Unlike the so-called "Prosperity Reserve," as embodied in the Jones Bill before the last session of Congress, the Proposed Plan operates in the early stages of business fluctuations. It does not wait until millions of workers have lost their jobs. It is not designed to alleviate the suffering due to

business depressions; it is designed to prevent depressions. It is a substitute for breadlines and doles.

Even so, nobody who understands the Proposed Plan imagines that it will prevent all the unemployment which arises from disability and old age, or prevent the temporary unemployment which is caused by the use of inventions, changes in consumer demand, and other adjustments which are certain to take place in any progressive country, especially in these United States. But the Plan is expected to do away with the unemployment which is caused by a general decline in the country's business activity.

BUT HOW, asks the former Governor of Massachusetts, can you furnish jobs for the idle textile workers in New Bedford, by building a dam in Arizona?

That is not the idea. Nobody expects to hurry many workers back and forth across the continent. What the Plan does involve is employment of more men, in time of special needs, on numerous kinds of construction work, public and private, in *all* parts of the country.

The second answer to the Governor's question is that most of the money which is spent on roads, harbors, buildings, flood prevention, and the rest, is not paid out as wages to men on the job, but is paid for machines and materials, thus helping to sustain employment in numerous industries. For example, more than two hundred concerns outside the city of Boston will be called upon to furnish materials for the new post-office building to be built in Boston.

There is, however, an even more convincing answer to the Governor's question; for nearly all the money which is used to buy materials, as well as the money which is paid to men on the job, is spent by wage earners within a few weeks—spent, of course, for a thousand and one commodities and services, thus stimulating trade throughout the country. No shopkeeper in Detroit needs to take a course in economics in order to understand this point. He knows that Mr. Ford cannot take on an additional thirty thousand workers without speeding up cash registers all over the city. There is, in fact, no possibility of spending an additional ten million dollars on any kind of construction work in any state, without to some extent taking up the slack of employment and improving balance sheets in every other state.

EVEN SO, THE PLAN is not proposed as a way out of all those troubles that are peculiar to farmers, or textile workers, or coal miners, or any other industrial group. Each industry is left as free as ever to make its own mistakes. And it is certain that under this Plan—or under any other plan that preserves individual initiative—some industries will be relatively depressed, even when business as a whole is flourishing. Akron and Caribou, as well as New Bedford, may still have unemployment troubles of their own.

The Plan does propose, however, to maintain conditions under which makers of cotton cloth and growers of potatoes, for example, will have to suffer only from their own mistakes and from those caprices of consumers and visitations of Providence which strike directly at profits on cotton cloth and potatoes. They will not suffer, in addition, from depressions of business in general.

It follows that the Plan is not designed to stabilize the prices of cotton cloth or potatoes or any other commodity. It is designed, on the other hand, to have a part, in connection with the Federal Reserve System, in preventing those extreme fluctuations of the general price-level which have caused so much waste, injustice, social unrest, and human suffering.

The Plan does not involve any increase whatever of federal, state, or local government expenditures. It merely requires the more intelligent allocation, over a series of years, of such money as is going to be spent anyway.

Far from increasing capital expenditures, the Plan makes possible the reduction of the total cost of public works, through allocating a larger proportion of such works to periods of falling costs. The least that can be said of such a policy is that it is good business.

Another outstanding feature of the Plan, which distinguishes it from many other plans for dealing with unemployment, is that it is not a "make work" scheme. It proposes to spend money only for what is regarded as necessary by public authorities, as at present constituted.

Most emphatically, it is not a plan under which politicians can spend additional money for public works in the interests of their political fortunes. On the contrary, the decision *when* to release a considerable proportion of public capital funds is based on well-established scientific measurements of economic conditions, which measurements, experience shows, can be largely removed from the influence of politicians.

There is another serious misconception. The Plan has been widely announced as a proposal for creating a huge reserve fund—three billion dollars seems to be the popular figure—a tempting supply of cash on hand, piled up somewhere, awaiting the attacks of politicians.

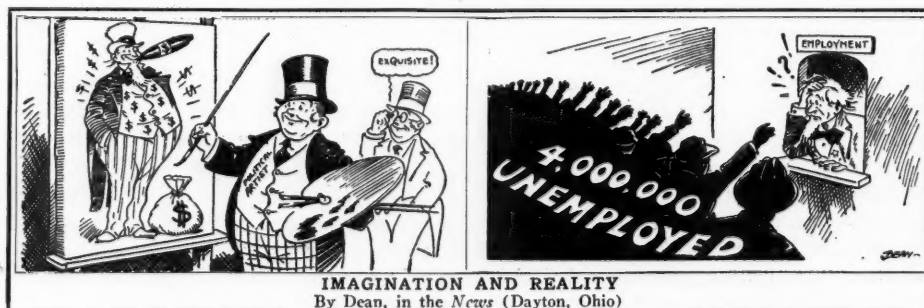
But a reserve fund is not the idea at all. The idea is that arrangements shall be made in advance so that public credit will become available, "when, as and if" the specific indexes of business conditions show that the time has come for carrying out certain parts of the construction program.

UNDER THE PROPOSED PLAN, the Government does not undertake to tell any business executive what to do. But it does furnish him with timely, comprehensive, and dependable information, which he may use, if he likes, in forming his own judgments of what to do.

The Plan gives the Government no new powers and involves no new regulation of business. It leaves individual initiative and responsibility precisely as they are, throughout the whole domain of commerce. The Plan does not put government into business; it merely ensures the more business-like conduct of government.

Neither is it intended that the federal Government shall exercise further control over the expenditures of local governments. It is merely proposed that the federal Government, with the aid of fact-finding agencies in each and every state, shall provide all the state governments and branches thereof with information upon which they may act to their own advantage.

In fact, it is not expected that any local government, corporation, or individual shall do anything at all, under this Plan, which is not prompted by sound judgment. The Plan is not philanthropy. It is business, guided by measurements instead of by hunches. It is economics for an age of science—economics worthy of the new President.



As Stated

JOHN W. DAVIS:

*Former Ambassador to Great Britain, in
"Foreign Affairs"*

In the world of yesterday, the dominant thought was national security against all comers. The controlling idea today is world-wide peace against all disturbers. I am persuaded that a frank declaration on the part of the United States of its willingness to accept the implications and responsibilities which that ideal demands would do more than all else to convert it into a reality. It would reduce the probability of a collision between the navies of the United States and Great Britain to the vanishing point.

DR. FREDERICK B. ROBINSON:

*President, College of the City of New
York, in "School and Society"*

There is no royal road to learning, to skill, to fine character, or to that intellectual and spiritual freedom which marks the truly educated man.

**THE SATURDAY REVIEW OF
LITERATURE:**

In an Editorial

Since the war, American idealism (to use a broad term for many related phenomena) has been in retreat. It has been easy to be unsentimental, self-seeking, skeptical of reform, indifferent to the future. The tempo of the nation has been in the stock market, its conscience has been usurped by the Prohibitionists.

BISHOP JAMES CANNON, JR.:

In the "Christian Herald"

The cry of Puritanism, of the determination of certain elements of society to compel others to surrender their pleasures, the charge that Prohibition is the product of a bunch of long-faced, hypocritical Kill-joys, is utterly absurd, indeed, silly. For whatever the Church of the Puritans might or might not be able to do, our present-day economic, industrial, and social life has decided that it cannot and will not any longer tolerate alcoholism with its attendant evils, but will compel the abolition of a traffic which always and everywhere produces such results.

THE ADVOCATE OF PEACE:

In an Editorial

The Coolidge Administration will be accredited in history with having achieved a greater number of treaties in the interest of international peace than that of any preceding administration.

WILLIAM LYON PHELPS:

In "Scribner's"

Nearly every magazine article, nearly every sermon, nearly every lecture, nearly every speech, is *too long*. The ordinary listener in a church or lecture-hall or at a public dinner cannot escape. But the reader of a magazine is free; he begins an article with high anticipations; after he has read three pages, he looks to see how long it is; if he finds it is going to continue for fifteen more pages, he reads something else.

WILLIAM ORTON:

*Professor of Economics, Smith College,
in the "World Tomorrow"*

The present volume of unemployment, the level of real wages, and the attitude of the controlling class toward minimum wage and child labor legislation on the one hand, compared with the unprecedented volume of free funds for the biggest stock market boom in history on the other, forms a most telling and damning indictment of the existing economic order.

THE NATION:

In an Editorial

The final ignominy of the scramble for tariff favors has not been spared us. Eight hundred members of the recently organized American Artists' Professional League, purporting to represent the artists of this country, have trotted to the trough and petitioned Congress for protection against foreign painters. They ask for a duty on the importation of all works of art by foreign artists executed within thirty years of the date of entry.

THE MANCHESTER GUARDIAN:

In an Editorial

A dictatorship is the greatest calamity that can befall a nation. It is worse than plague, flood, famine, or war.

RAMSAY TRAQUAIR:

In the "Atlantic Monthly"

American culture today is distinguished by the low value given to creative work and by the high value given to organization, regulation, and efficiency. It is distinguished by the predominance of material ideals and material success—and it is the work of American women. Man plays only a very secondary part in this drama; he is in the main a money-making drudge, kept to his work that his wife may be free. He may indeed have freedom in his business life, but how limited is that life, with its constant pressure for success, its everlasting competition.

SAMUEL CROWTHER:

In the "Country Gentleman"

The coöperative form of organization began as a protest against what were thought to be the evils of the profit-making system. The fundamental thought was for the members to combine for their common good instead of for profits.

HAROLD J. LASKI:

In the "Yale Review"

We have reached in England a more critical period than at any epoch since the end of the Napoleonic wars. Then, as now, classes confronted one another in a struggle for supremacy. Then, as now, a commercial crisis, a currency crisis, an industrial crisis, taxed for a generation the quality of her statesmen.

SALVADOR DE MADARIAGA:

*Former Chief, Disarmament Section,
League of Nations, in the "Atlantic"*

It is evident that no disarmament is possible as long as no alternative instrument of policy is devised to armaments, and no reduction of armaments is possible as long as the utility of armaments as instruments of policy has not been reduced.

NEWS *and* OPINION

Including a Survey of the World's Periodical Literature

The Farm Problem Moves to Washington

"WHEREAS, LEGISLATION to effect further agricultural relief and legislation for limited changes of the tariff cannot in justice to our farmers, our labor, and our manufacturers be postponed; now,

"THEREFORE, I, Herbert Hoover, President of the United States of America, do hereby proclaim and declare that an extraordinary occasion requires the Congress of the United States to convene in extra session at the Capitol in the city of Washington on the 15th day of April, 1929, at twelve o'clock noon."

In these words the President, three days after his inauguration, called the coming extra session of Congress. Thus whatever its actual performance, the announced reason for the existence of this session is to help the farmer. One might borrow the phrase of the cartoonist Briggs, and wonder what a farmer about to be helped thinks about.

The answer, to judge from the farm journals, is that he has not much hope of thoroughgoing farm relief from the special session, but that he does expect the tariff on agricultural products to be pushed upwards. And this operation, to judge again from the farm journals, is regarded with considerable faith in its efficacy. Behind it, and behind the special session itself, remains the determination that the future, perhaps the next regular session of Congress, must bring a thoroughgoing attempt to bring new life to the business of farming, as far as that can be done by legislation.

The great mass of American farmers are governed by a balanced, temperate, thoughtful discontent. We have it on the authority of Alfred Vivian, Dean of the College of Agriculture, Ohio State University. "They want

more money," he says in *Farm and Fireside*, "yet they do not expect farming ever to pay them or their children as much as may be made by a select few in a large number of competing occupations more commercial, more artificial, in nature.

"They want to farm and they want their children to farm. They have a deep-seated feeling that farming is a proud and worthy occupation. But they do not consider themselves bound irrevocably to their land by this feeling or by tradition. They are not among those marginal-minded people willing to go on farming so long as there is as much as a crust of bread to eat and a patch of roof to cover them. Peasantry, they realize, lies in the acceptance, generation after generation, of an inferior economic

and social status. The healthy, active, American discontent of these people seems to me just about the finest thing we have."

But how, specifically, is that discontent to be turned into positive value?

"Regardless of any action which the short session may take with regard to a general farm relief bill," says the *Agricultural Review*, "there is no good reason why it should not make changes in the existing tariff law to adequately protect important farm products. Both political parties are on record as favoring such changes. Information is available as to what products are in need of greater protection from foreign competition on the American market. The needed changes could easily and quickly be made, without disturbing the present tariff act as a whole, or preventing more complete revision by the next Congress."

The *Dairymen's League News* believes that the general public and Congress are in a favorable mood to grant increased tariff protection to farmers, but finds in the fact that the need for it has been stressed as never before no guarantee that the rates asked for will be granted, unless there is unity of effort on the part of every farm organization concerned.

"There is plenty of evidence," it says, "that farmers will not obtain the rates they want without opposition. Certain strong interests nationally organized will oppose some of the increases asked for. There is need for the complete and whole hearted support of every dairy farmer and of all other farmers everywhere."

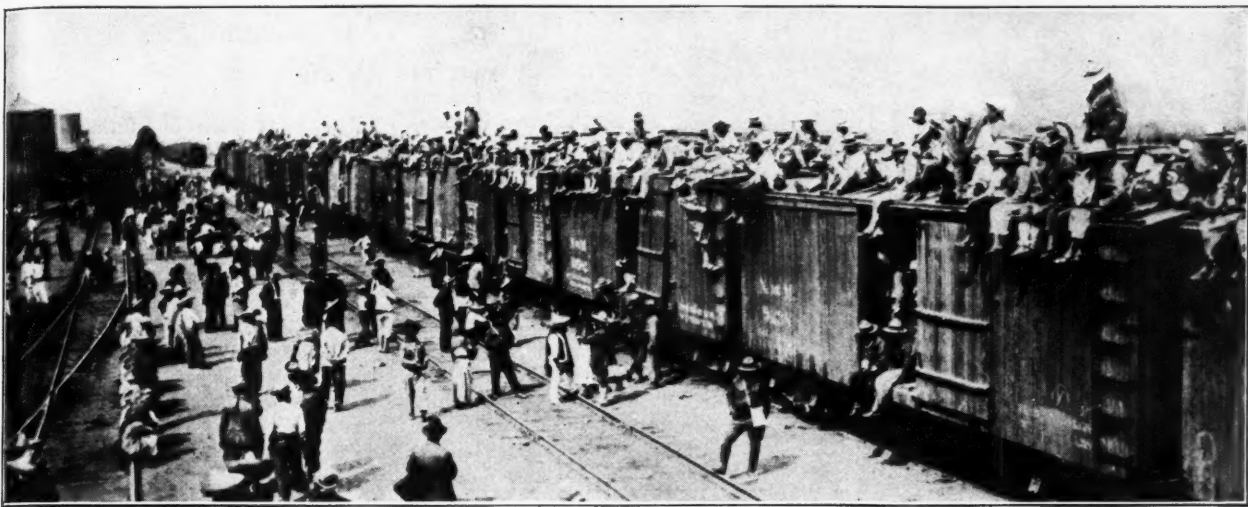
These farmers everywhere have plenty of evidence to show that they must be listened to, in the opinion of Senator Capper of Kansas. He urges us to remember that agricultural products still



By Sykes, in the New York Evening Post

BETTER LATE THAN NEVER

National and Foreign Affairs



TROOPS ON THE WAY TO THE FIGHTING—A RECURRING SCENE IN MEXICO

have only nine-tenths of their pre-war purchasing power, and that during the last eight years they have averaged only 85 per cent. of it.

He writes on the editorial page of his *Copper's Farmer*:

"In other words, agriculture for the last eight years has traded its products for other products at a 15 per cent. loss compared with the pre-war period of 1910-1914. Also we should remember that where up to 1920 agriculture had never received less than 20 per cent. of the national income, since that year it never received as much as 12 per cent. Much of the time it has received as little as 10 per cent."

Senator Capper, like many others, believes that revision upward of the tariff on agricultural products is an essential part of any farm relief plan. He holds it to be basic, and thinks it will help powerfully, though it will not of itself solve the agricultural problem. And "backing up tariff revision should come the enactment of legislation which would make it possible for farmers to control the marketing of surplus crop production in a business-like way."

As for this latter, more fundamental legislation, the *Pennsylvania Farmer* declares that there has been plenty of talk, but little investigation or discussion of fundamentals—namely, the economy of the proposed plans. "If costly mistakes in this legislation are to be avoided," it warns, "haste is impossible. The mere omission of the equalization fee, or some other fatal feature, is not sufficient to insure sound legislation."

All in all, there seems to be agreement with Senator Capper when he says:

"This is not a repair man's job. It demands new construction. It should not be done hastily. Whatever plan is developed should be one which will meet the needs of the present and anticipate, so far as is humanly possible, the problems of the future."

Shooting it out in Mexico

ONCE MORE MEXICO has resorted to the bullets with which its elections are, at times, prematurely conducted. On March 2 revolution against the government of President Portes Gil and his supporters—notably the powerful former President, Plutarco Elias Calles—broke out in Vera Cruz. The disaffection had been simmering for some time, and soon it took in the states of Sonora and Coahuila as well. Nine states in all were affected to a greater or lesser extent. Signs of uprising appeared from Vera Cruz on

the Atlantic to Lower California on the Pacific, and as far north as Juarez, just across the border from Brownsville, Texas.

It did not appear on the face of things why the revolution ever began. Yet more or less official explanations have been made by both sides. With these warm words Gen. Fausto Topete, governor of Sonora, speaks for Gen. Jose Gonzalo Escobar, leader of the rebels:

"General Calles's dictatorship was notorious for its continuous flagrant violation of the rights of human kind, beginning with opposition to religious worship and curtailment of freedom of speech and individual rights of all forms, and going as far as taking life, and ignoring the rights of individuals on trial to recourse to the courts in their defense, as provided by law."

General Topete's statement attacks General Calles, minister of war in the Portes Gil cabinet and leader of the Federal troops, because President Gil relies considerably on the former President for his power. General Topete's statement, which appeared in the *New York Herald Tribune* following a request from that paper, continues:

"Through misinterpretation of the agrarian laws and their biased application for purely selfish political ends, agriculture is on the verge of extinction. Our commerce and industry is steadily disappearing as the result of Calles's immoral and radical methods in supporting and protecting the corrupt leaders of the Mexican Federation of Labor. . . .

"Through the tolerance and encouragement of high government officials, his relatives . . . are creating a veritable smuggling ring."

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National and Foreign Affairs



Ly Darling, in the Des Moines Register

ANOTHER POPULAR (?) UPRISING

Mexico anxiously hoped that President Portes Gil would start a new era of "la justicia," morality, and decency, continues the rebel general; but he proved a "most sad disappointment, becoming Calles's blind and unconditional tool." Tired of the Calles infamy, the people took up arms "as the only way to remedy state affairs, and will fight to regain orderly government and respect for law and justice that guarantees life and property, basing its foundations upon morality and decency."

It is on just this basis, however, that the Federal authorities base their argument against the revolutionaries. Instead of relying on law, they say, the revolutionists relied on arms. As President Gil, in a statement to the press, put it, "With the beginning of the political campaign in Mexico, there immediately appeared indications of attempts by certain military men to impose their candidates on the nation. Far from trying to win the votes of the public, they put forth ideas of violence and revolution."

President Gil names Generals Roberto Cruz, Jesus Aguirre, Manzo and Topete, all prominently identified with the uprising, as having a part in this, and declares that their pretext of unfair political disadvantage had no basis. "The falseness and inconsistency of this pretext are evident. These candidates, and even those of the opposition, enjoyed in the political campaign very excellent guarantees, as they themselves have admitted."

In much the same terms General Calles

stated his position through the *New York Times*. Never in recent years has an armed movement in Mexico had less justification, he said. It was "a movement started by ambitious and corrupt military leaders, who without the remotest idea of revolutionary sociology and economics, and without the least objective of benefiting the masses, rebelled against a civil ruler whose last three months of administration have portrayed him as an executive strictly obedient to the law." It is the purpose of the revolutionaries, he asserts, to set up a dictatorship, and to prevent Mexico from entering a period of government by institutions.

So the onlooker in the United States may take his choice. American opinion inclines toward the belief that, whatever

the merits of the rival groups of generals and politicians, whatever the situation in a country where close elections are not necessarily fair, shooting is hardly the best way out.



CALVIN COOLIDGE, AUTHOR

The former President leaving his office on Main Street, Northampton, soon after his return from Washington.

Mr. Coolidge Writes

THE FIRST EXAMPLE of the occasional writing with which Calvin Coolidge is expected to occupy himself in the interval between the Presidency and a possible future occupation appears in the April *Cosmopolitan*. It is a simple, direct document giving the personal opinions of Mr. Coolidge on the human aspects of the Presidency.

"It has undoubtedly been the lot of every native boy of the United States to be told that he will some day be President," writes Mr. Coolidge. "Nearly every young man who happens to be elected a member of his state legislature is pointed to by his friends and his local newspaper as on the way to the White House.

"My own experience in this respect did not differ from that of others. But I never took such suggestions seriously, as I was convinced in my own mind that I was not qualified to fill the exalted office of President."

There were others who felt the same way about him, continues Mr. Coolidge, doubtless smiling as he wrote. Yet in time the national convention of 1920, "acting in accordance with an unchangeable determination, took my destiny into its own hands and nominated me for Vice-President.

"Had I been chosen for the first place," he continues, "I could have accepted it only with a great deal of trepidation, but when the events of August, 1923, bestowed upon me the Presidential office, I felt at once that power had been given to me to administer it. This was not any feeling of exclusiveness. While I felt qualified to serve, I was also well aware that there were many others who were better qualified. It would be my province to get the benefit of their opinions and advice. It is a great advantage to a President, and a major source of safety to the country, for him to know that he is not a great man."

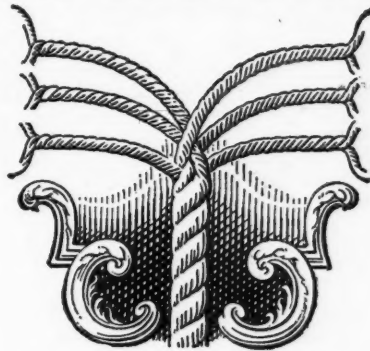
Mr. Coolidge tells of the night of August 2, 1923, when he was awakened by his father, coming upstairs and calling his name in a trembling voice:

"He placed in my hands an official report and told me that President Harding had just passed away. My wife and I at once dressed. Before leaving the room I knelt down and, with the same prayer with which I have since approached the altar of the

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Consider first the amount to be put in any one type of bond; then, the amount in any single issue of each type. Ten to twenty per cent of the total fund in one issue is a good average for small investors; five to ten per cent or less for larger holdings.

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inate in as many localities as feasible, to spread the risk geographically. Should one locality or industry have a setback, the securities of others will act as a support, possibly displaying added strength as an offset. Maturities should be divided between long and short term; salability, yield, even security, should be arranged for proper balance—the ratios depending on your circumstances.

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This subject—along with other basic principles to guide investors—is more fully discussed in our booklet, "Essentials of a Sound Investment Policy." Write for booklet RR-49

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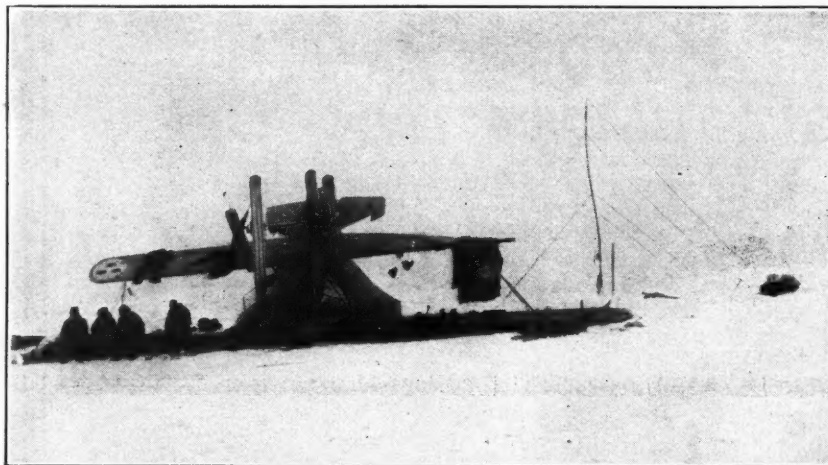
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National and Foreign Affairs



THE CRASH OF CAPTAIN LUNDBORG'S PLANE AT THE NOBILE CAMP.

church, asked God to bless the American people and give me power to serve them.

"My first thought was to express my sympathy for those who had been bereaved, and after that was done to attempt to reassure the country with the knowledge that I proposed no sweeping displacement of the men then in office and that there were to be no violent changes in the administration of affairs."

Much of Mr. Coolidge's article is taken up with brief observations, simply stated, on the office of President. Thus he says:

"I have often said that there was no cause for feeling disturbed at being misrepresented in the press. It would be only when they began to say things detrimental to me which were true that I should feel alarm.

"Perhaps one of the reasons I have been a target for so little abuse is because I have tried to refrain from abusing other people.

"The words of the President have an enormous weight and ought not to be used indiscriminately."

In telling of his early days in the Presidency, Mr. Coolidge turns to the death of his son Calvin, at sixteen years, in the summer of 1924. Had he himself not been President, writes Mr. Coolidge, the son would not have raised a blister on his toe, which resulted in blood poisoning, playing lawn tennis in the South Grounds.

"In his suffering he was asking me to make him well. I could not.

"When he went the power and the glory of the Presidency went with him.

"The ways of Providence are often beyond our understanding. It seemed to me that the world had need of the work that it was probable he could do.

"I do not know why such a price was exacted for occupying the White House."

Further articles by Mr. Coolidge will appear in the *Cosmopolitan*, *American Magazine* and *Ladies' Home Journal*.

Arctic Rescue

ON MAY 25 of last year the dirigible *Italia*, returning to Spitzbergen from a flight over the North Pole, crashed to the ice of the Polar Sea. One man was killed outright as the control car struck the floes. Nine men, including General Umberto Nobile, the commander, survived. Six others in the balloon part of the dirigible, which was torn loose from the control cabin, drifted away through the skies to an unknown death.

A month later a light airplane droned through the gray skies toward the control-car survivors, who had kept in touch with the world through their emergency radio, and whose camp had been seen but not visited by planes too heavy to land on the ice. In the light plane flew Captain Einar Lundborg of the Royal Swedish Flying Service, who has just arrived in this country to study American

aviation. The story of his rescue of General Nobile, never fully told in this country, is now available through his book, *När Nobile Räddades*, which is to be published in English translation. To continue the tale:

Captain Lundborg flew on toward the *Italia* survivors, and "behold, down there, like a few tiny dots or dark pin heads, I discerned a pair of human beings beside a faint streak of smoke. This was the camp.

"One of the men had posted himself a little distance from the other, and was waving a large red cloth above his head, presumably to enable us to see the camp better. . . . As I learned later, he was Professor Behounek."

Round and round in circles Captain Lundborg flew, seeking a place to land. Finally, he writes, "I heard Captain Schyberg in the observer's seat behind me report several times, 'this will go all right.' I opened the throttle, went round the field once more, and landed. The skis clattered against some icy projections at the far end of the field. We got a tremendous bump from a hard snow ridge, so severe that we thought the machine would be wrecked. But no, there stood my noble Fokker, not quite fifteen meters from the piled-up pack ice on the windward side of the field, without the slightest injury."

Captain Lundborg was met by two young men, Viglieri and Biagi, and immediately asked for General Nobile. There was some difficulty in reaching the tent, which was about 200 yards from where the plane had landed. When finally they reached it, "there, just outside the opening, sat the General. Beside him were Behounek and Cecioni.



RESCUER AND RESCUED

At left, Captain Einar Lundborg, who flew over the polar sea in an airplane, and rescued General Nobile. (right) after the crash of the dirigible *Italia* while returning from a flight to the North Pole. Titina, General Nobile's dog, shared the whole adventure with her master.



The "Left-behinds"

A SHORT time ago a promising young business man, happily married and the father of two children, one seven and one nine, showed unmistakable signs of failing health. His doctor suspected the cause at once. A searching examination confirmed the doctor's suspicions. Tuberculosis. He was ordered to give up his business immediately and go to a sanatorium for proper treatment and care.

An uncle of the young man was greatly shocked when he heard the report. It didn't seem possible that it could be true. He asked for the evidence. They handed him x-ray photographs which showed that his nephew's lungs were seriously affected. The uncle asked permission to show the photographs to his own doctor.

When that doctor saw the photographs he said, "The right thing was done. Your nephew will probably get well. Now, what have you done for the man's family, especially the children? Have they been examined? You have no time to lose. While tuberculosis may not have made any serious inroads on their health as yet, it is hardly conceivable that his wife and children are entirely free from infection. An appearance

of ruddy health does not exclude the possibility of tuberculosis."

Every child who at any age has had prolonged exposure to tuberculosis should have an immediate, thorough physical examination, especially including the tuberculin tests and x-ray photographs, to determine whether or not active or latent disease is present. While tuberculosis usually attacks the lungs, it may attack any part of the body—eyes, ears, nose, throat, glands, joints, bones or vital organs.

It is now believed that many cases of tuberculosis in adults are the direct result of infection in childhood. The germs may have been taken into the body when the person was very young and have remained dormant for many years.

Boys and girls who are apparently healthy may have latent tuberculosis; without a sign of infection—no cough, no loss of weight, good color. But years later, when some extra strain is put upon the body, the symptoms appear—loss of weight, persistent cough, "indigestion" and fatigue.

When every child is properly fortified against the ravages of tuberculosis, the final victory over this deadly enemy will be in sight.

This year there will be a great forward step in the battle against tuberculosis. Efforts will be made to protect "the others"—the family and friends of the stricken person—even before the signs of tuberculosis show themselves, but while the disease may be latent.

Organizations for the prevention of tuberculosis—national, state and local—will warn people of the infection which may follow living in the same household or associating with one who is suffering from tuberculosis.

Their action-inspiring slogan, "Early discovery—Early recovery," will be displayed on billboards, car cards and banners all over the country.

By checking tuberculosis in its earliest stages, before the germs have had time to destroy bone or tissue, tens of thousands of lives can be saved. Send for the Metropolitan's booklet, 49-V—"Tuberculosis". It will be mailed free on request.

HALEY FISKE, President.



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National and Foreign Affairs

In spite of his long beard and mustache and extraordinary dress, I immediately recognized the General from the many photographs I had seen. He was bare-headed. On the upper part of his body he wore a gray sweater; furthermore he had on light gray knickers, on one foot a civilian summer shoe, and on the other a stocking and reindeer-skin slipper. The broken leg was wound with a gray bandage.

"I hurried toward him and he stretched out both hands and pulled me toward him in a warm embrace. I then explained who I was and that I had come to take them away from their enforced stay on the pack-ice. I asked him to be the first to come with me, at once."

Not for a long time would General Nobile agree to go first, declares Captain Lundborg emphatically. He wanted Cecioni to go first. But after discussing the matter with his companions, who apparently were satisfied, Nobile consented. Cecioni began to cry, and the Swedish flyer tried to comfort him, though the Italian spoke only his mother tongue.

The start was made, General Nobile's dog Titina accompanying her master on the flight to Russian Island. Here were stationed larger planes, which transferred the General to Spitzbergen and safety. Captain Lundborg took off on his mission of rescue once more. Near the camp on the ice his motor began to sputter and lose power. He must get down at any cost.

"Nearer and nearer the field I dropped," he says, "and with the high ice barrier only a few meters behind me, the Fokker touched the ground and began to slide over the snow. . . . I felt how the skis, especially the right pair, dug unbelievably far down, how the tail grew light, and how the nose began to

sink. . . . Before I knew what it was all about, I found myself hanging by the straps with head down, in my overturned beloved Fokker plane."

For days on end the Swedish flyer shared the exile of the five survivors on the wet ice. There was little to do but sleep and hope. At last, "at four in the afternoon of July 5 I was awakened by Biagi, who shook me vigorously.

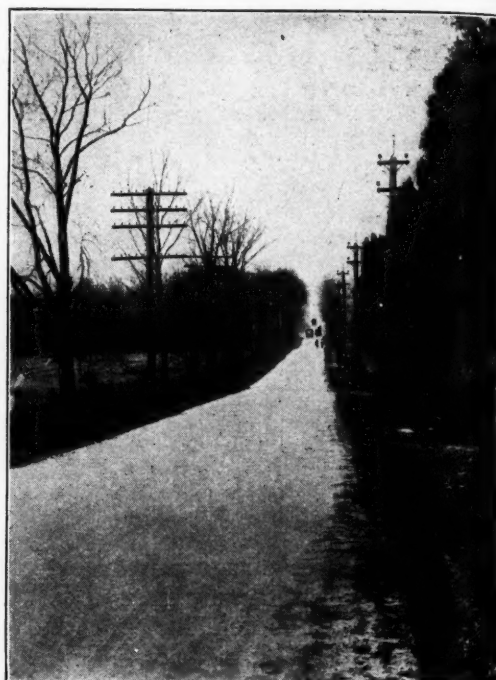
"A plane is coming!"

"I scarcely believed my eyes, but in a few seconds, when I found myself outside the tent, I saw a black point moving over the glaciers of North East Island in the direction of Great Island." A plane it was, but instead of attempting the hazardous landing, it dropped food and clothing, and turned away again. A few days later one of the Swedish planes did land, with orders to take off Captain Lundborg first. This it did.

What happened to the others is better known. They had to wait until the Russian ice-breaker *Krassin* could plow its way through the floes to Mariano and Zappi. These two had attempted to walk ashore with the Swedish scientist Finn Malmgren, who died of exposure. Then the *Krassin* pushed on, and rescued the remaining survivors, weeks after the accident.

Recently an official Italian enquiry put the whole blame for the *Italia* disaster on the commander, Nobile. Of this the Swedish flyer writes:

"Whether or not General Nobile carried on his *Italia* expedition scientifically



THE EXPRESS HIGHWAY

Smooth and straight concrete roads, like this one leading to Camp Humphries, Virginia, tend to be efficient rather than beautiful, declares Earnest Elmo Calkins.

is a matter I cannot decide. But I know that he is a fine and noble man, and I am convinced that all the severe judgments passed on him and certain details of his polar expedition would never have been uttered if the catastrophe had not occurred. And to criticise the General because I took him off the ice floe first I consider inhuman and cruel."

Wasting Four-Fifths of Our Roads

AN OLD ENGLISHMAN was once accosted by a wayfaring motorist, and asked the way to a certain city.

"Which'll ye have," he asked in turn, "the highest or the sightliest?"

"Oh, the sightliest, by all means."

"Wull, the highest *is* the sightliest," he replied with a smile of triumph.

In this country, however, the highest road is by no means always the sightliest. And that, according to Earnest Elmo Calkins, is just the point. He declares in the *Atlantic* that practically only one-fifth of the roads already existing in the United States are paved, and thus really serviceable for automobiles. The dirt roads which largely make up this unimproved four-fifths are as a rule "more beautiful, more interesting, and open up more attractive country than the highways, which, being direct routes, have followed a more or less straight line."

Moreover, they open up a virgin terri-



VIRGIN TERRITORY FOR MOTOR CARS

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The Value of an Anti-acid

Because of the way we live today, few of us are immune from hyperacidity. This excess of acid in the system is not a serious condition but is one that should be corrected by an efficient anti-acid. Some day your physician may tell you it's time for Phillips Milk of Magnesia.

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National and Foreign Affairs

tory for motor cars. We cannot use more automobiles, writes Mr. Calkins, without more roads on which to run them. He calls on automobile manufacturers, in their own interest, on our twenty million car owners, and the four million workers dependent upon the motor industry, to unite in "a drive for a place to drive." Failure to do so he compares to trying to sell hammers in a country in which there are no nails.

Our present allowance of motoring road is no more than eighty-eight yards per vehicle, declares Mr. Calkins:

"This result is obtained by dividing the total mileage of paved roads, 575,000, by the total number of motor vehicles in operation, 23,000,000, which gives us one-fortieth of a mile, or forty-four yards. Multiply this by two, as cars may be assumed to be going in both directions, and we have eighty-eight yards per car. . . . New roads are being built, but not at the rate of eighty-eight yards for each car sold, so the headway between cars is being reduced."

It is tantalizing to read Mr. Calkins' description of how these things are managed abroad, particularly in France. In France, even before the war, he found all roads paved, so that "when riding for pleasure you can exchange the direct road, filled with cars all going somewhere, for the primrose path of dalliance." These roads, and similar ones in England and elsewhere, were "as comfortable as the main traveled roads, as accurately marked, and much more varied in interest, as they follow the contours of the country."

French roads are divided into four classes, from direct highways between cities, to narrow but equally fine country roads between villages. All, from broadest to narrowest, are marked with kilometer posts giving destination and distances. All carry signs of pleasing appearance, intelligently placed so as not to mar the highway, yet clear and uniform so that they can always be seen and understood.

Maps that Show Scenery

There are, besides, adequate, uniform maps. On the *Cartes Michelin*, issued by a tire company, are shown not only all distances, all direct main highways and rural scenic roads, with their number, width, and class, not only how they enter and leave cities, not only all landmarks such as rivers, railroads, tunnels, not only paving, elevation, and width, but "every peak, gorge, grotto, church, calvary, château, ruin, barrow, cromlech, or cascade, as well as golf links, polo fields, race tracks, cemeteries, customhouses, and ferries."

Where a road is continuously picturesque, it is edged with green, "and those high spots where it is imperative to stop and look are recognized by a fan-shaped

device, the spread rays opening in the general direction of the view." These maps are accompanied by a book which, through a system of symbols, gives the same complete information for towns—down to kinds of hotels and locations of telephones—that the maps give for the countryside.

For the United States Mr. Calkins urges automobile speedways—national highways four lanes wide—secondary roads three lanes wide, and then "the remaining roads would be divided between one-lane [perhaps one-way] and two-lane roads." These latter must be "beautiful as well as useful, and the aesthetic work should go hand in hand with the practical."

"Before the car buyer realizes there is no place to drive a car and stops buying," concludes Mr. Calkins, "the movement should be under way to multiply the available road area by five, and the motor-car industry is the unit to undertake it."

The Debunking Radio

ONE OF THE ANCIENT Greeks held that a few thousand citizens formed the outside limit for the electorate of a democracy—that being the greatest number that could be reached and swayed by a single voice. But the Greeks did not know that one day spellbinders like Demosthenes would give way to a Herbert Hoover talking confidentially to a whole continent. So says General James G. Harbord, president of the Radio Corporation of America, in the April *Forum*. Moreover:

"If we have to sum up the political effect of the radio, we may say that it is the greatest debunking influence that has come into American public life since the Declaration of Independence."

Thus General Harbord quotes the *New York Times* with approval. He points out that formerly the increasing distance between the masses of the electorate and the executives of government was becoming alarming, because "our citizens were forced to vote on hearsay information." Now instead they sit at home and listen to a candidate, while "every word, every accent and intonation comes to them without the possibility of error or misconception." General Harbord believes that in this way the nation will be protected from the demagogue, and that mob feeling will be eliminated.

"The magnetism of the orator cools when transmitted through the microphone; the impassioned gesture is wasted upon it; the purple period fades before it; the flashing eye meets in it no answering glance. Though he be one of thirty



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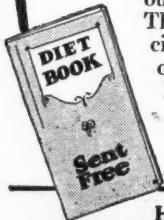
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National and Foreign Affairs

millions, each individual in the audience becomes a solitary listener in the privacy of his own home. He is free from the contagion of the crowd, and only the logic of the issue which the orator presents can move him."

Exit the Official Spokesman

WASHINGTON, March 8. (A.P.)—President Hoover stated today that . . .

Thus was registered the official demise of the ghostly White House Spokesman who used to tell press correspondents what was happening in the Presidential mind. At his second bi-weekly conference with Washington newspaper men the President put into effect the principle, enunciated at the first conference the day after his inauguration, of allowing himself to be quoted directly.

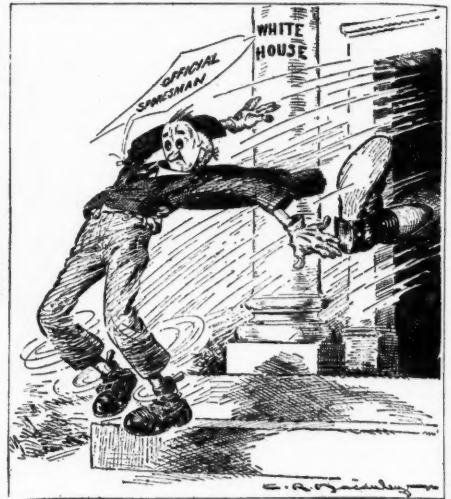
The spokesman and his cousins (such as "it was learned at the White House" or "from a source close to the President it became known"), came into being as the relations between President and press developed. It began with President Roosevelt, who made a practise of telling chosen correspondents what he had in mind, that he might observe the public reaction without being himself responsible for what he had said. In various ways succeeding Presidents carried on the idea, until under President Harding the official spokesman came into being. He languished during the latter days of the Coolidge Administration, and now seems permanently dead.

"I am anxious to clear up the twilight zone as far as we can between authoritative and quotable material on the one hand," said Mr. Hoover, "and such material as I am able to give from time to time for purely background purposes on the other."

Mr. Root Opens the World Court Door

MORE THAN THREE years ago the Senate voted that the United States should adhere to the Permanent Court of International Justice, otherwise the World Court. But still we do not belong. The reason lies in the fifth of five reservations made by the Senate in agreeing to our adherence. This reservation would prevent the Court from giving an advisory opinion on a dispute in which this country "has or claims an interest."

Members of the Court did not accept this reservation, because of the unlimited



By Macauley, in the Brooklyn Eagle

GOOD RIDDANCE!

scope of the phrase "claims an interest." They offered instead to give us equal power with other nations who were members of the League of Nations, in the matter of advisory opinions. This in turn neither President nor Senate took up—and we still remain out of the Court we have voted to join.

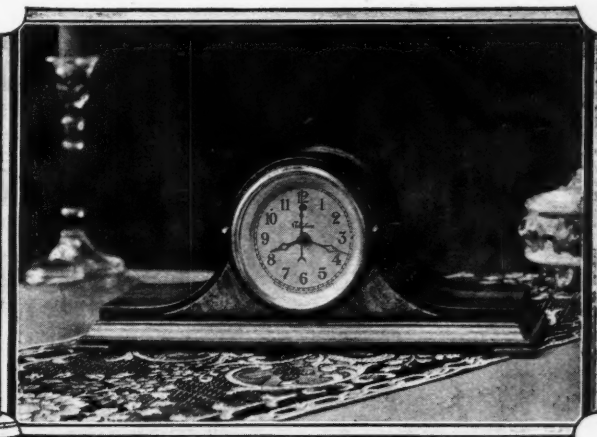
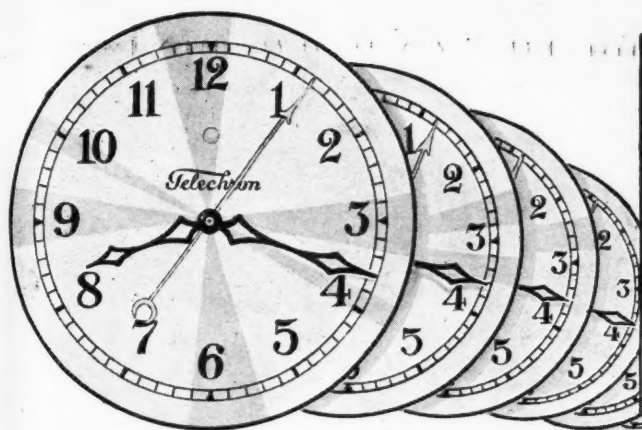
Now, however, Elihu Root, our eighty-four-year-old former Secretary of State, has gone to Geneva and laid before the other Court members a plan which promises to open the door to our entry. Both abroad and in this country the reception has been favorable. The plan provides for revision of the Protocol of 1926 thus:

The Court shall not, without the consent of the United States of America, render an advisory opinion touching any dispute to which the United States is a party.

The Court shall not, without the consent of the United States, render an advisory opinion touching any dispute to which the United States is not a party, but in which it claims an interest, or touching any questions other than disputes, in which the United States claims an interest.

Thus the Root plan protects the demands of our reservation. But it goes on beyond this to provide for discussion of those questions in which we claim an interest. The Court is to inform our government when it is requested for an advisory opinion, and if we object there is to be an exchange of views between those who request the opinion and ourselves. If there is no agreement as to whether we really have an interest in the matter or not, and if the others still persist in asking for a Court opinion on it, and if several other provisions prevail, then we may withdraw from the Court "without any imputation of unfriendliness."

This general plan, it seems, the Court members are disposed to accept, possibly with slight revision.

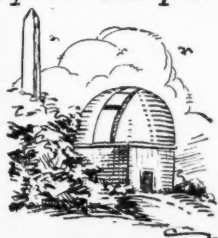


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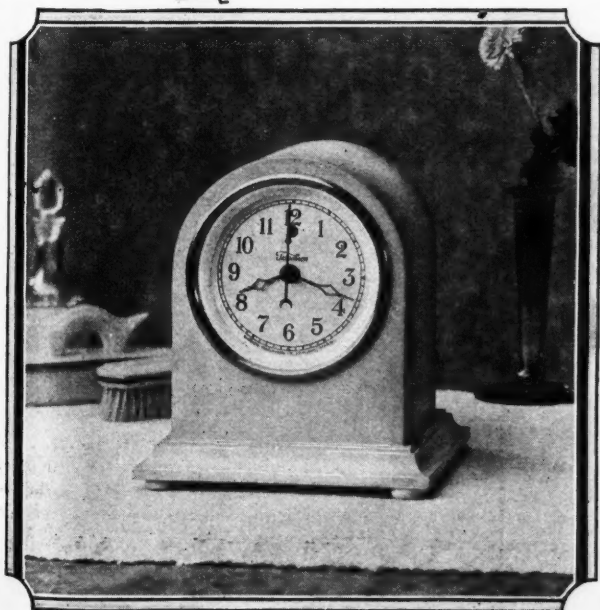
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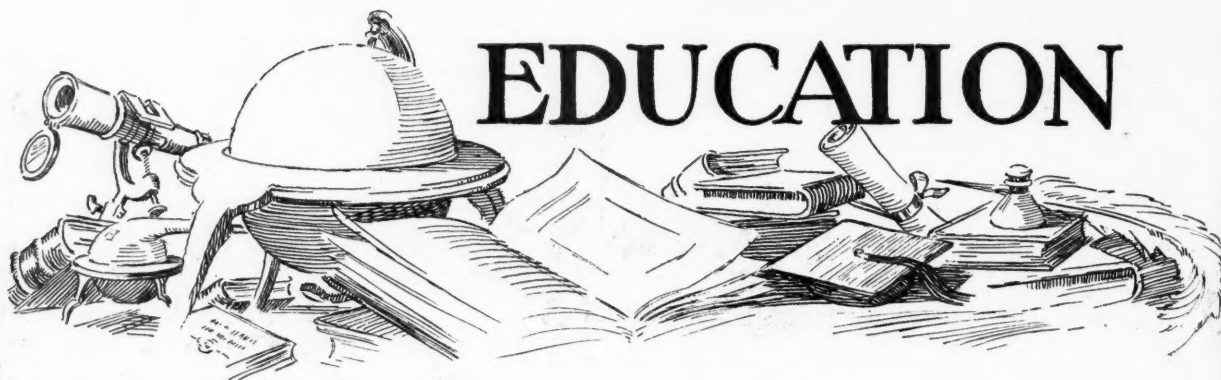
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PETITE—\$22



EDUCATION

Harvard Experiments

HARVARD HAS EMBARKED ON an experiment to preserve the benefits of the small college "with the rich offerings of a great university." The experiment is the division of all students, except the freshmen who have dormitories of their own, into residential groups of some 250 each and their establishment in separate buildings as social units. The undertaking was made possible by the gift of \$13,398,000 from Edward S. Harkness for this specific purpose. Two of the new buildings are scheduled to open in September, 1930.

Considerable opposition to the plan has developed, principally among the students themselves, but also among the alumni. The complaint is that "dividing Harvard College at all, is killing Harvard College." This view is taken by the undergraduates in spite of the fact that in 1927 a committee of the Harvard Student Council, governing body of the students, recommended the division into colleges after a thorough study.

The trend toward division has been slow. But there is evidence that as far back as 1909 it was officially recognized that a change must come, to relieve

machinery intended to deal with hundreds but now forced to cope with thousands. The efforts of Woodrow Wilson at Princeton in this direction were not unmarked at Harvard. The developments toward action, and the reasons for it, were traced by President A. Lawrence Lowell in his last annual report to the Board of Overseers.

He pointed out that "a feeling has long been prevalent that the increase in numbers of the larger American colleges brings with it disadvantages." Among these he cited loss of personal contact of teacher and student, the tendency of large communities to break into cliques based on similarity of origin and upon wealth. He declared also that "great masses of unorganized young men, not yet engaged in definite careers, are prone to superficial currents of thought and interest, to the detriment of the personal intellectual progress that ought to dominate mature men seeking higher education."

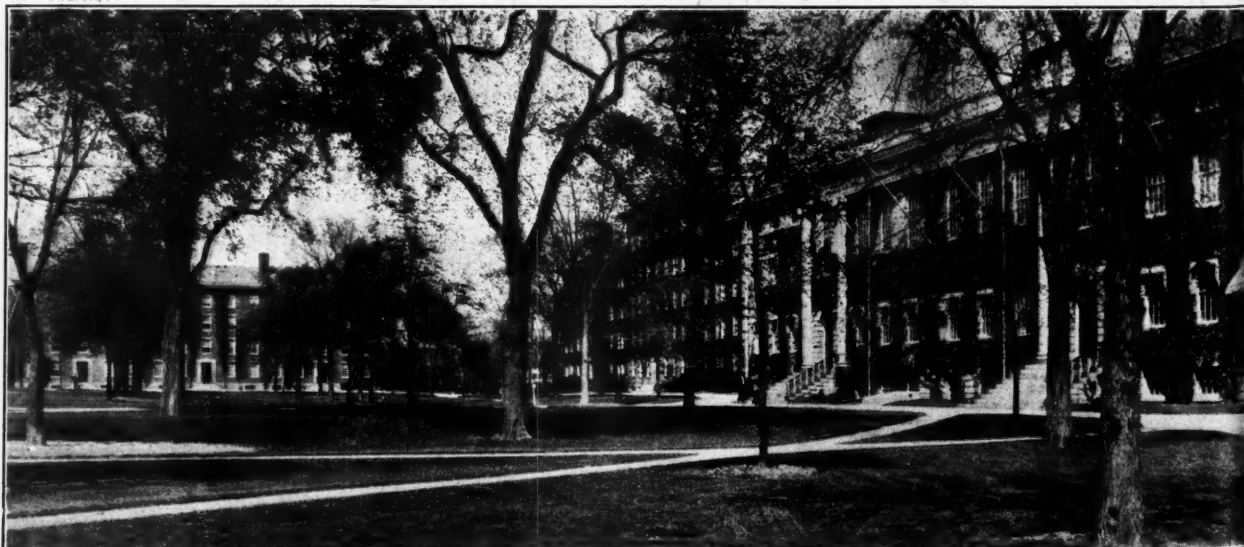
This aim of the residential group plan, President Lowell asserts, is "to bring into contact a body of students with diverse interests who will by attrition provoke one another to think on many subjects,

and will have a corporate spirit." He estimates the proper number to be about 250 in each group, and declares that every one, as far as possible, should be a cross-section of the college.

"The success of each house," he continues, "and hence of the whole plan, will no doubt depend largely upon the selection of the students for membership. This is a human problem, not one of philosophy or physics. It cannot be done well by rules, however apparently logical or rational, for it is largely a question of matching, or rather not mismatching, temperaments."

Teaching Remains the Same

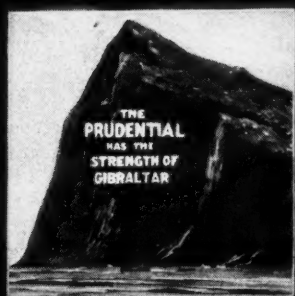
"Certain misconceptions are sure to arise. One is that Harvard College is to be superseded or rivaled. This has no foundation. Save so far as tutors may reside, or have their conference rooms, in a house instead of in a lecture hall or administrative building, there will be no change whatever in the methods of teaching, which will remain wholly under the direction of the faculty of arts and sciences. The plan is expected to give an additional stimulus to scholarship and in-



Photograph from Ewing Galloway

THE YARD AT HARVARD COLLEGE

Two Widows— the husband of one let his Life Insurance lapse.



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Education

tellectual interest, but otherwise it is not an educational but a social one."

It is President Lowell's view that the plan makes possible more personal attention to the individual, an end for which all colleges are striving. He contends that the residential house project would throw younger and older students in contact with each other, and both with the instructors. This intercourse he finds to only a limited extent at Harvard now.

The undergraduate view of the innovation has been strongly expressed by the three student publications, *Lampoon*, *Crimson*, and *Advocate*. "Enforced Democracy" is the term applied to the proposal to make each house a cross-section of the student body.

"The writ has been signed and sealed," says the *Lampoon*. "We are given over to an experiment, so many cadavers in a laboratory. Rights—we do not possess them. Nor do any other of the machine tenders. Our voice in the factory government is not even a whisper. We do not exist."

Fear of following the Oxford plan "without serious consideration . . . of the differences between educational purposes and methods in this country and England" is expressed by the *Crimson*. It deplores the attempt to transform an American college with an American tradition into an English university. Be that as it may, the world outside is going to watch with interest when Harvard moves into its new houses.

Paying the Student to Study

BEGINNING NEXT FALL, Stevens Institute of Technology will reverse the Navy slogan, and offer its students a chance to earn while they learn. It will institute a sliding scale of tuitions. In effect this means, according to President Harvey Nathaniel Davis, that Stevens will address the aggressive all-round student as follows:

"Your tuition, all things considered, is going to cost us about \$900 a year. We will contribute \$600 toward that cost next year, if you will pay \$300 and will, in addition, contribute your intelligence, energy, and enthusiasm to our community life."

To the less successful student, on the other hand, it will say, "You don't seem to be contributing much besides your presence; and besides you're wearing out the carpet in the Dean's office. Don't you think \$300 from us is all you can expect?"

President Davis announced this plan of "putting the common sense of the business world into the tuition problem" at a dinner and smoker of Stevens alumni in New

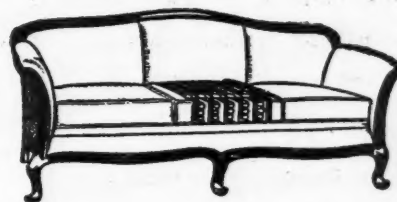
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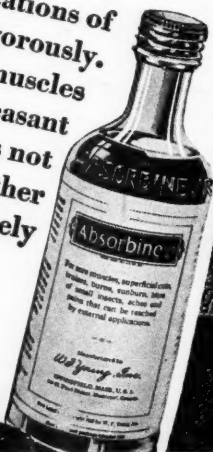
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W. F. YOUNG, INC., Springfield, Mass.



Education

York City. It amounts to paying those students who are "virile-minded, with more than average ability, and a bit of a sporting instinct," he says, to go to college.

The plan has its base in the fact that it costs Stevens, like the average American college, more to educate its students than the students pay. Therefore tuition fees will be raised, beginning next fall, from the present \$400 to \$480. In addition, freshmen will be given the option of choosing the new sliding scale tuition, the base rate of which is \$600 a year, or \$2400 for four years. But under this plan the highest type of student can get his education for as little as \$300 for the whole four years.

This becomes possible by exempting from payment to a greater or less extent those students whose records justify it. Six men in each class can get back \$300 a year, or half of what they would normally pay if electing the plan; and a like number will get remissions of \$250, \$200, \$150, \$100, and \$50 respectively.

In addition, the following extra exemptions from payment can be earned: One sophomore, two juniors, and three seniors may each get \$600 a year, and a like number in each class, \$500 and 400 each. In other words, nine groups of students, 162 in all, will earn exemptions from tuition fees.

In this way students who cannot pay the full cost of their education can give up peddling papers, tending furnaces, collecting laundry, or the other odd jobs by which they now meet their deficits, and keep their minds on their books and football.

Scholarship, it is to be noted, is not the only qualification entitling the undergraduate to a remission of fees. Class offices, presidencies of the honor board and student council; memberships and offices in honor societies and fraternities; non-athletic activities in college engineering societies, student publications, dramatic and musical clubs; athletic activities, including managerial work; and self-support through approved jobs—all these count toward participation in the rewards of the plan.

"The highest grade man enters college in September and pays \$300, as all are required to do before their first semester," said Dr. Davis in showing how the plan would work. "In the middle of the year he gets a \$300 remission which clears up his tuition for that year. In his sophomore year, if he is at the top of his class, he gets the \$600 remission and pays nothing.

"In the junior year there are two chances to win complete remission, and in the senior year three. Thus the top all-around man in his class may work his way through college by doing his college work.

A memory of your Dear Ones that will never fade

WHISTLER painted a picture of his mother. He painted her so cleverly that unnumbered people of all races hung copies of his picture on their walls. It reminded them of their own mothers.

But to Whistler it was not merely a reminder . . . it was his mother, and since then many have envied him because of this. Although they, too, formed mental images of their mothers, these images remained mental. He could put his on canvas. His memory might fail; his mother might change; but that painted image of her in the mood that he loved best could neither fail nor change.

Your Mother on the Silver Screen

Today, however, the Ciné-Kodak can do more for you than Whistler's brush could do for him. In movies that you take yourself, it records your mother as she lives and breathes. It preserves her for you in a thousand attitudes. It captures her mannerisms; each fleeting facial expression; each familiar gesture.

When the films are projected by your Kodascope on your own screen, you realize that no painting or series of paintings could compare with them. They show her to you as an active human being, with all the evidences of her charm and personality and character. Her lips move, she smiles, her eyes twinkle; a wisp of

her hair blows out of place . . . and you know that you'll always remember her as she actually is today.

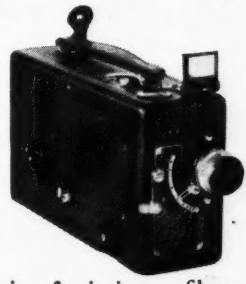
Astonishing Simplicity

In thousands of safe deposit vaults duplicates of such films are stored away and each day the number grows. The increase in popularity of home movies has been amazing and is largely due to the ease with which the Ciné-Kodak works.

It is as simple as taking snapshots. You press the lever and you're taking pictures. You send the film to us and we develop and return it to you immediately. The cost of this service is included in the price of the film.

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And now, another Eastman development—Kodacolor—enables you to make home movies in full natural color. With the Ciné-Kodak f.1.9., a filter and Kodacolor Film you can make the most beautiful living portraits. When you project the film you see your dear ones as they actu-



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ally are, with all the color, even the delicate flesh tones, absolutely true to life. You simply use a color filter when making or projecting Kodacolor.

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Don't let precious opportunities to take movies of your dear ones slip by through any fault of yours. Your Ciné-Kodak dealer can show you outfits—Ciné-Kodak, Kodascope and screen—that cost as little as \$140.

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Please send me, FREE and without obligation, the booklet telling me how I can easily make my own movies.

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Danger lurks behind white teeth

NOBODY'S IMMUNE*

**the disease-of-neglect ignores teeth, attacks gums
and claims 4 out of 5 as its victims*

WHITE teeth are attractive. Their soundness contributes to the preservation of good health. But teeth are only as healthy as the gums. And however white they may be, danger lurks behind them.

For certain prevalent diseases of neglect ignore teeth and attack the gums. And when once contracted only expert dental treatment can stem their advance. Too many of us disregard this threat. And as the penalty for neglect, 4 persons out of 5 after forty and thousands younger sacrifice health. A needless sacrifice!

These odds are unfair, deceiving. Just follow this regime: See your dentist at least once every six months. And when you brush your teeth, brush gums vigorously, but use the dentifrice made for the purpose . . . Forhan's for the Gums. This dentifrice helps to firm gums and keep them sound. Thus it fortifies teeth and health. As you know, Pyorrhea and other diseases seldom attack healthy gums.

In addition, the way in which Forhan's cleans teeth and helps to protect them from decay will delight you.

Start using Forhan's, regularly, every morning and every night. Teach your children this good habit. They'll thank you in the years to come. Get a tube of Forhan's from your druggist. Two sizes, 35c and 60c. Forhan Company, New York.

Forhan's for the Gums is more than an ordinary toothpaste. It is the formula of R. J. Forhan, D. D. S. It is compounded with Forhan's Pyorrhea Liquid used by dentists everywhere. You will find this dentifrice especially effective as a gum massage if the directions that come with each tube are followed closely. It's good for the teeth. It's good for the gums.



Forhan's

FOR THE GUMS

YOUR TEETH ARE ONLY AS HEALTHY AS YOUR GUMS

Education

By the end of his course he may have earned a \$2400 education, in addition to being something and somebody around the college while there."

The plan does not discriminate a man who is rich, Dr. Davis declared, because the wealthy student can enjoy the feeling of being self-supporting as well as the poor one. Nor does it discriminate against the poor. If he is capable of earning remissions, well and good; if not, there remain the present fifty and more scholarships to be applied as individual needs warrant.

Teaching Forgotten Men

AS A METHOD of teaching, the correspondence course has earned much praise, and much opprobrium. As an agency for regenerating men, it is largely unknown. But it does serve in this field, through the work of the extension department of the University of California in the State Penitentiary, at least.

Rebecca N. Porter tells about it in the *Survey Graphic*. She went to San Quentin one day, to meet face to face some of the men she had known only by name as a teacher-by-mail of fiction writing. In her mind was the question, Why do any of these men in jail sign up for any correspondence course?

"When three of our typical students were lined up across the table from me, I asked them the answer to this question," she writes. "The two who were taking writing courses responded with two entirely different motives. Said one, 'I always wanted to write and now, after work is done here, I find for the first time in my life the time to do it.' . . .

"The other litterateur had no such rosy view of the future. 'I want,' he said grimly, 'to show this place up. I want the public to know what it does to the men inside. But . . . I don't suppose it would be believed. No matter how well I learn to write, they won't believe me.'"

The third reply came from a man who was finishing a course in grammar, a man in his middle twenties serving a five-year term for burglary. He had hesitated, he said, between choosing mathematics and grammar. He knew nothing of either, and both sounded dry, but he wanted to find a way out from the life of San Quentin. As lessons went on, he became interested:

"I began asking the different men I worked with: 'Do you know what a noun is?' 'Do you know what a verb is?' Hardly any of them did. And hardly any of them wanted to. . . . As I got to know more and more, I felt I knew less and less. 'All this has been going on all

Continued on page 103

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General Electric presents *the first* **All-steel Refrigerator**

A new small-family
model at the very
low price of

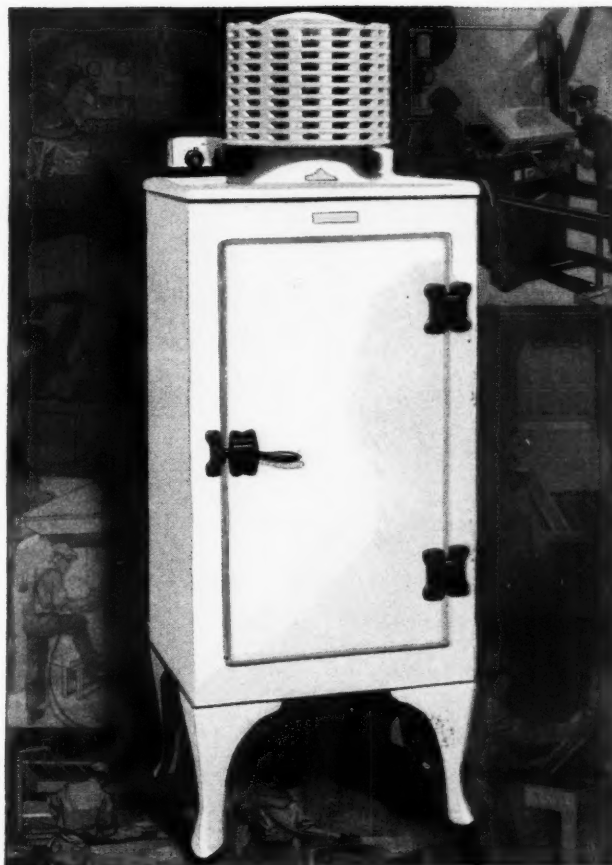
\$215

ANOTHER chapter has been added to the achievements of the engineers and scientists of the General Electric Research Laboratories. The same group of men who, after fifteen years of painstaking endeavor, perfected the hermetically sealed mechanism of the General Electric Refrigerator, have now designed and built the first all-steel refrigerator cabinet. This marks the first major improvement made during thirty years, in the design and construction of household cabinets.

NEW DESIGN—MADE IN A NEW WAY . . . General Electric has made a large investment in new machinery. Giant presses had to be designed and built to cut the steel, bend it into shape and weld together the folded forms. But it has achieved its purpose. Its aim was, by mass production, to build the



All steel, with electrically welded joints. Bronze hardware, bolted into the steel. Black faced door edges, self-closing latch, gliders to protect linoleum, and many other unique features.



best refrigerator ever produced and offer it to the small families of America at a price easily within their reach—\$215 at the factory.

\$215—WITH CONVENIENTLY SPACED PAYMENTS . . . The new all-steel General Electric makes safe refrigeration possible for every home. Only a small down payment is required. The balance can conveniently be paid over a period of time.

FIRST PUBLIC SHOWING MARCH 22 . . . The only way to appreciate the durability and the beauty of this refrigerator is to see it. You will then readily understand why General Electric announces it so proudly and why it has been called "the refrigerator of the future." On display by dealers everywhere on and after Friday, March 22nd. Be sure to be among the first to see it. Write for a descriptive booklet to Section Y-4 Electric Refrigeration Department of General Electric Company, Hanna Building, Cleveland, Ohio.

GENERAL  ELECTRIC
ALL-STEEL REFRIGERATOR

acceptable

Not until the last vestige of dandruff is gone, can you be considered a fastidious person, acceptable socially



Women like it

A great shampoo, they find. Men, of course, say nothing equals it in the shaving cream field.

LISTERINE
SHAVING CREAM

Keeping Hair Free From Dandruff

THIS matter of keeping hair free from dandruff is neither the complicated nor expensive one that most women consider it. Usually the trick can be done by regular shampooing and the systematic use of Listerine, the safe and soothing antiseptic.

At the first sign of dandruff you simply douse Listerine on the scalp full strength, and with the fingers, massage the scalp vigorously forward and backward, then up and down. Keep it up systematically.

In a surprisingly short time you will be delighted with results. We have hundreds of unsolicited letters testifying to the success of Listerine in checking dandruff.

You can understand Listerine's success when you realize that dandruff is a germ disease, and that full strength Listerine, while safe in action and healing

in effect, possesses at the same time, great germicidal power.

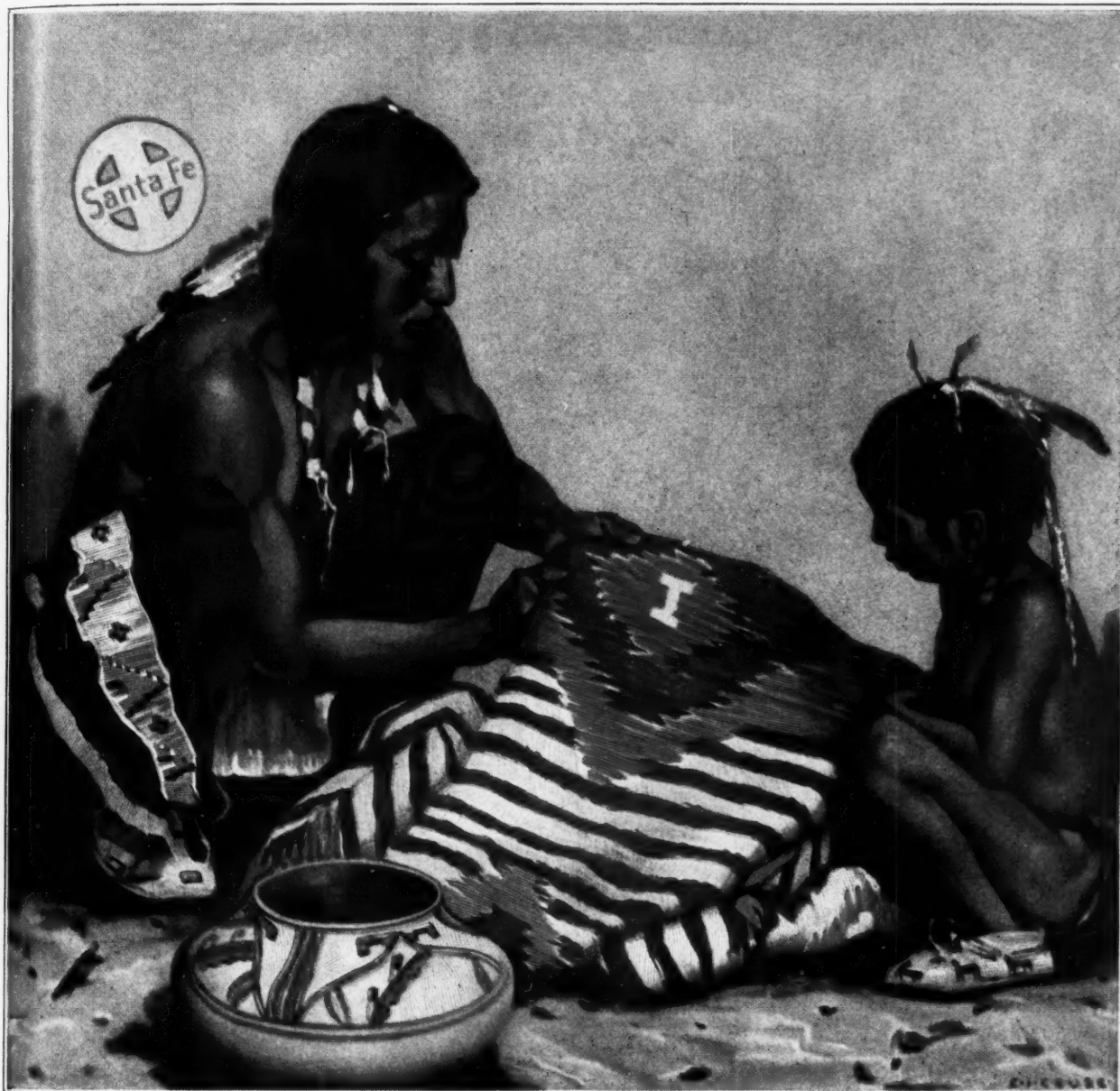
Even such stubborn germs as the B. Typhosus (typhoid) and M. Aureus (pus) are destroyed by it in 15 seconds—200,000,000 of them in each test. A strong statement this—and we could not make it unless we were prepared to prove it to the satisfaction of both the U. S. Government and the medical profession.

Remember that dandruff yields to antiseptic treatment and massage, and use Listerine regularly. Lambert Pharmacal Company, St. Louis, Mo., U. S. A.

LISTERINE

The Safe and Soothing Antiseptic

kills 200,000,000 germs in 15 seconds



"The Blanket"—Taos-Puyé Indian-detour, New Mexico—painted by E. I. Couse, N. A.

Why not, this summer?

gratify the urge of the wanderlust
go - see Far West scenic regions.



mail coupon

W. J. Black, Pass. Traf. Mgr.
Santa Fe System Lines
365 Railway Exchange, Chicago

I am interested in summer trip to _____
Please send me detailed information and folders—California Picture Book, Indian-detour, Grand Canyon Outings.

Take the Indian-detour in the cool New Mexico Rockies—meet real Indians in their pueblos and see prehistoric cliff dwellings.

—With a Courier hostess in the party who likes to answer questions.

—And see the dude ranches, mile-deep canyons, sky-high peaks, national parks and national forests—with Grand Canyon and Yosemite as crowning glories.

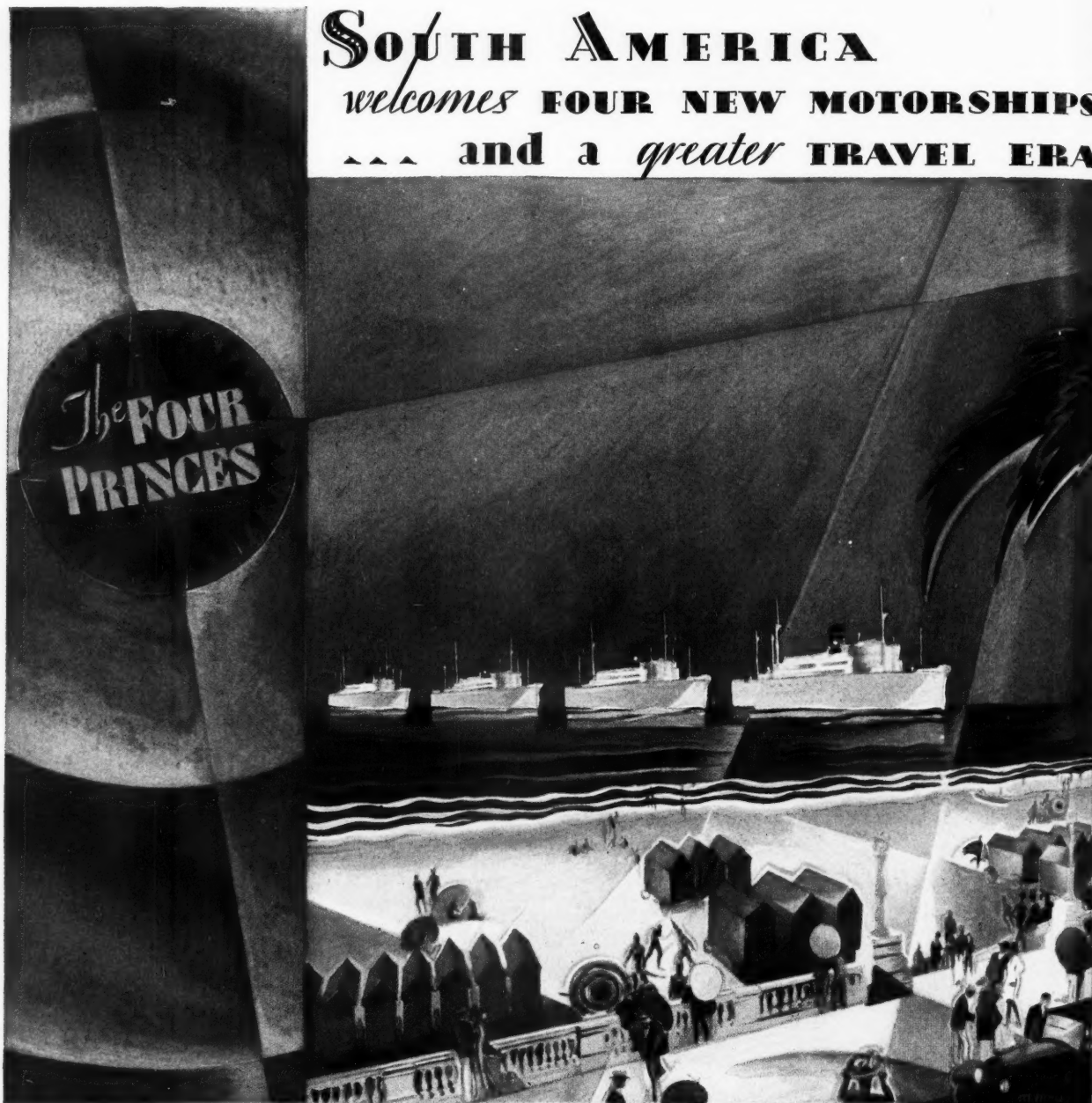
—And at journey's end, CALIFORNIA—the land where dreams come true.

Santa Fe Summer
daily Xcursions

to California - to the Colorado, Arizona and New Mexico Rockies and the National Parks.

SOUTH AMERICA

welcomes **FOUR NEW MOTORSHIPS**
... and a *greater* **TRAVEL ERA**



**NORTHERN PRINCE...EASTERN PRINCE...
SOUTHERN PRINCE...WESTERN PRINCE...**

Off to the new playgrounds of the New World! Here are four new motorships built to meet the demands of the fastidious Cosmopolites who are making South America the vogue in travel.

Commencing this spring, the Four Princes will be at their command for the glorious trip from New York to Rio de Janeiro, Santos, Montevideo and Buenos Aires. Serving the world's most modern travel need, these regal ships are themselves most modern in every respect — modern in decorative motif, modern in informal luxury, modern in facilities for recreation, modern in safety. Starting with staterooms that have two wooden bedsteads and adjoining bath, a great choice of quarters is available. Literature and reservations can be secured at authorized tourist agents or at Furness Prince Line, 34 Whitehall Street, (Where Broadway Begins) New York City.

FURNESS *Prince* **LINE**
Thirty-five Years of Continuous Service Between New York and South America

Education

Continued from page 98

this time," I said to myself, "and I never knew anything about it before. Now as soon as I finish grammar, I am going to sign up for something else. I want to know all there is."

Another correspondence student was taking bookkeeping, because he wanted to be a bookkeeper when he got out. Another, a Chinese, had been taken to jail immediately on landing in this country, for a crime committed at sea. He was studying English that he might get to know—when finally out of prison—the country he had come to see.

Motives of Spite

What are the results of teaching in jail by mail? It is hard to say, writes Miss Porter, for there are no statistics. But it can be told in human terms. There was one man who, like many others both in and out of prison, wanted to write stories, or rather one particular story, because he wanted to get even with someone. The instructor let him tell his spite story in installments through the course, and in the end explained that literature is not made in this way; that not even the cheap and mechanical stories that fill the popular magazines can be manufactured by motives of spite; and that he could not write acceptable fiction until he ceased to be a wronged man and became an artist.

"It took a long time to get this idea over," writes Miss Porter. "It always takes a long time. We simply cannot believe that the world is indifferent to our grievances. But I could see, on the day that I talked with Joe months later, in the bleak prison reception room, that at last it had got over. He was full of eager plans for his next short story, and the story was concerned with the humorous adventures of a young engineer in Mexico. Joe has not only learned a very vital fact about the making of fiction—Joe has grown up."

The sum total of opinions of several experienced criminologists, viewing the correspondence school work as a whole, was this:

"To the man under twenty-seven, who is in for the first time, the courses are undoubtedly of great benefit. To the old-timer . . . I am not so sure."

Moreover, adds Miss Porter, when these men hoard precious tobacco money to buy stamps for correspondence envelopes, when they toil patiently—in cells containing anywhere from five to fifteen other men hostile and derisive to their efforts—in order to turn out a creditable assignment, and when the instructor gets back an old story with the apologetic plea that, though against the rules, he glance through it to see if there has not been improvement—when these things happen, long-distance teaching takes on the breath of life.

Serving WESTERN MARKETS from OAKLAND, California



ANY manufacturer interested in a distributing or manufacturing branch on the Pacific Coast will find "We Selected Oakland" most valuable in giving consideration to a western plant location. "We Selected Oakland" contains the personally written statements of executives of nationally-known concerns operating plants in the Oakland industrial area, telling the advantages they have found both in manufacturing and distributing to the markets of the eleven western states. A number of them are exporting to the countries bordering on the Pacific Ocean.

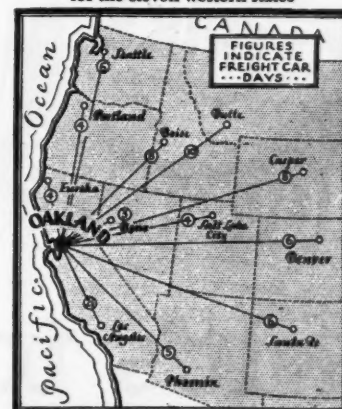
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will be mailed to anyone interested, upon request. Concerns planning upon a western branch are cordially invited to send for a detailed industrial survey on their particular lines of business. No cost or obligation will be incurred and all correspondence will be strictly confidential.

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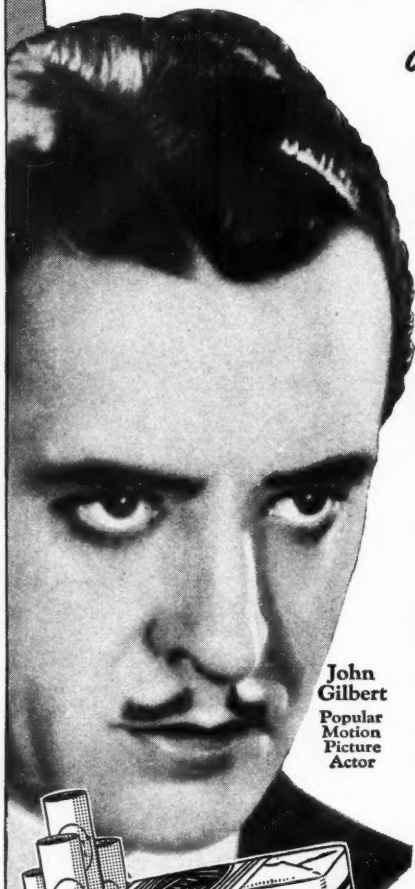


Oakland Chamber of Commerce, Oakland, California

"I am strong for Luckies."

John Gilbert

John Gilbert
Celebrated Screen Star



John
Gilbert
Popular
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"Motion picture actors are under a great strain—they need the comforting qualities of a good cigarette. That is why most of us smoke Lucky Strike. The marvelous toasted flavor of Luckies brings complete enjoyment and relaxation but does not hurt the throat or wind. I am strong for Luckies—they are the 'stars' of the cigarette picture. I would rather have a Lucky after a meal than rich pastries or desserts."

JOHN GILBERT

The modern commonsense way—reach for a Lucky instead of a fattening sweet. Everyone is doing it—men keep healthy and fit, women retain a trim figure. Lucky Strike, the finest tobacco, skilfully blended, then toasted to develop a flavor which is a delightful alternative for that craving for fattening sweets.

Toasting frees Lucky Strike from impurities. 20,679 physicians recognize this when they say Luckies are less irritating than other cigarettes. That's why folks say: "It's good to smoke Luckies."

Note: Authorities attribute the enormous increase in Cigarette smoking to the improvement in the process of Cigarette manufacture by the application of heat. It is true that during 1928, Lucky Strike Cigarettes showed a greater increase than all other Cigarettes combined. This confirms in no uncertain terms the public's confidence in the superiority of Lucky Strike.



Reach
for a
Lucky
instead
of a
sweet.

"It's toasted"

No Throat Irritation—No Cough.

Education

Fire Insurance Scholarships

IN THE *Spectator*, a weekly review of insurance, appears a discussion of another extension of education. Twelve leading fire insurance companies are co-operating with Columbia University in teaching young men about fire insurance; and the companies pay the bill, for the work is on a scholarship basis.

Thirty-nine students are taking the course this year, fifteen being in the second year, and destined to graduate this spring, and twenty-four being in the first year. They come from twelve states. Each student spends the morning at work in one of the insurance company offices, and the afternoon at the University, where other subjects in addition to insurance are taught.

These students are paid \$40 a month by the companies for their work during the school terms, and \$80 a month if they work at the company offices in the vacation period. Textbooks are also furnished by the companies.

At a recent dinner, writes the *Spectator*, "all but one of the fire companies in the coöperative group was represented, and all expressed themselves as highly gratified with the progress which the course had made and indicated their interest in contributing to its further development. Reports were presented which brought before the fire executives a picture of the work of the course and an analysis of the personnel of the students."

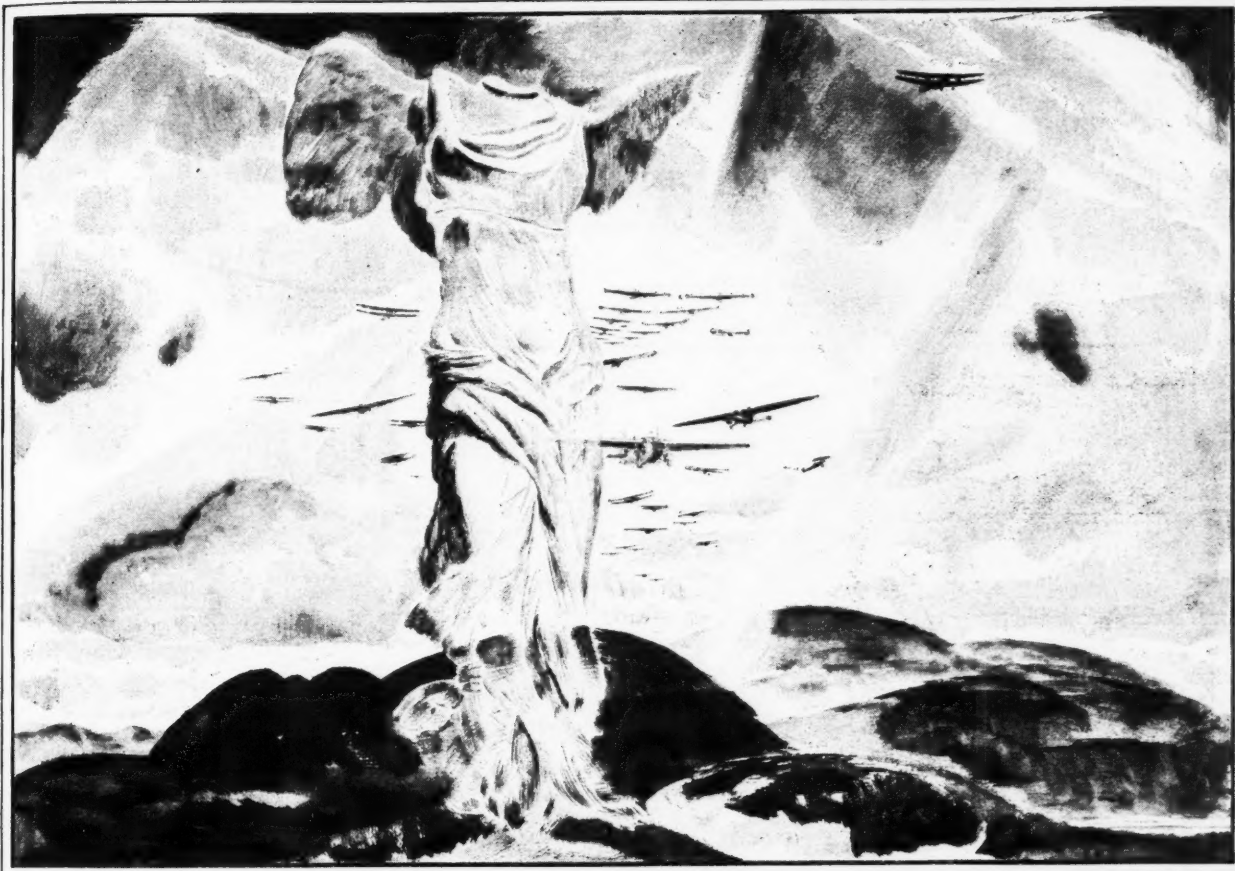
Professors' Pay

TAKE ALL PROFESSORS, assistant professors, instructors, and other teachers in some 300 liberal arts colleges in this country, and roll them into a total. Take this total number and, disregarding questions of rank and age, divide it into the total of their yearly salaries. You will have the average salary of the average liberal arts teacher in this country.

This was recently done by the General Education Board for the year 1926-1927, and the result was \$2958.

Against this figure may be set another recent report, that of the Yale committee on salaries. It declares that after twenty-five years of service a professor might reasonably expect enough money "to maintain a home in a ten-room house which he owns free of mortgage, to keep one servant, and pay for some occasional service, and to provide an education for his children on an equality with that obtained by the general run of students in this university.

"Life at this level now costs about \$15,000 or \$16,000 a year."



WHEN FLEDGLINGS FLY

You've seen, perhaps, the robins pushing fledglings from their nest in spring . . . the flurry of feathers, the frenzied teeterings, the terrified chatter, and then erratic swoops to fearful landings on some leafy shrub. . . . You've seen them later in the summer when you've become aware suddenly of a new beauty in the plump young robins singing lustily upon the lawn. . . .

If the Spirit of Conquest that launched the fledglings out into the world had ever faltered in courage or instinctive resourcefulness, you'd never hear the flute-like song of robins against the locusts' rasping violins.

Fledgling man is today launching himself into a new world of space. We can as yet see only the daring flights of those who lead the way across the skies. But who can say what argosies will sail along the paths where they first winged their way? *Were it not for the ambitious urge in the hearts of brave men,*

we would never see the conquest of the sky . . . we would never lift our faces from the brown still earth!

Were it not for bold hearts and quick, shrewd resourcefulness, we would have no skyscrapers reaching to the stars, no lacy bridges high over hungry floods, no tunnels through the darkness of the earth and rock below us, no roads of stone and steel, no webs of wire to guide the fluent lightning to our needs. . . .

In the life and growth of civilization, courage and quick, shrewd resourcefulness are the weapons of men, of businesses, and of communities, that achieve success. Even dollars and opportunities are but fledglings that must be launched with confidence and courage into a hostile world, sustained by everlasting energy and resourcefulness.

Who then are the courageous pioneers of today in our population of 120,000,000? Are not the greatest of them the men who dare to launch and

fly our winged ships of the air? Are they not the men who build the flying-fields, nests for these giant birds, upon the ragged fringes of blind and torpid cities? Are they not the captains of industry, of commerce, of transportation who are showing civilization safe ways across the free sky?

The services of airplanes are multiplying astonishingly. Progress, measured by months, has been breathlessly rapid. Already it is becoming impracticable to make forecasts, for stupendous accomplishments outdistance them. Our own tri-motored planes, in our own service have already carried well over six million pounds of freight; and the same kind of planes, operated by The Stout Air Services from the Ford Field at Detroit, have carried over sixty thousand passengers!

Those of us rising with the Dawn have already seen Winged Victory in the skies!

FORD MOTOR COMPANY



What About Convertible Securities?

DURING THE past few years there has been increasing interest among investors in securities of the convertible type, and many issues have been brought out to satisfy this demand. These securities, in type, are not of recent origin, however, but date back more than half a century to the earlier days of railroad financing. They have had varying degrees of popularity while playing their part in corporation history.

The present wave of stock speculation and widespread activity in the stock market have naturally had their effect upon the sale of bonds. On the other hand, adequate yields from common stocks have been increasingly difficult. So, from the viewpoint of many investors, convertibles have been filling the gap to satisfy their requirements for fixed income—and their desire for a speculative interest and an opportunity to share with the common stockholders in future growth of the corporation as well.

These securities are generally convertible from a more secure and less speculative form into a less secure and more speculative form. For example, the more common types are bonds convertible into preferred stocks, preferred stocks convertible into other preferred stocks, and bonds or preferred stocks convertible into common stocks. The latter form is generally the most profitable. The conversion privilege is usually optional with the holder, but not always, and the provisions should be examined before purchase is made.

In addition to the kind of security into which the original investment may be exchanged, the terms of conversion and the time limits are factors to be considered. Usually the number of shares for which a bond or preferred stock may be exchanged is specified, or the price of the bond or preferred stock for conversion is stated.

The conversion privilege may

be at the option of the holder for a definite period and at a fixed rate, or the rate may be increased at regular intervals based upon increases in the price of the stock. Another method changes the rate as definite amounts of securities have been converted.

A good example of the latter was the Anaconda convertible 7% debenture issued in February, 1923, in the amount of \$50,000,000. They were convertible into common stock up to February 1, 1933, as follows: the first \$10,000,000 to be converted on a basis of \$53 per share of common stock; the next \$10,000,000 at \$56 per share; the next \$10,000,000 at \$59 per share; the next \$10,000,000 at \$62 per share; and the last \$10,000,000 outstanding at \$65 per share. The recent proposal of Anaconda to retire its funded debt was reported to leave less than \$10,000,000 of these debentures outstanding.

Conversion features should be studied, and stock dividends, split-ups and other developments watched to prevent undue loss of profits. Also it must be borne in mind that convertible issues will bear careful examination to avoid investment in bonds of unsubstantial security, whose convertible features have given them a

market price placing them in the class with higher grade securities.

In line with the interest in this type of investment, convertibles have been fairly active during the comparative dullness of the bond market. "As an example of the profit which may accrue to the investor through purchase of bonds with attractive convertible privileges," the *Wall Street Journal* said on March 5, "Peoples Light & Power Corporation debenture 6's, which have been called as of July 1, 1929, at 110, are worthy of comment. These bonds with a current market of 160-170 were offered in early 1927 at 98, carrying a call on the Class A stock of Peoples Light & Power at 32½, which will remain operative to and including June 21, 1929. The A stock has a current market of about 56 on the New York Curb.

"Original purchasers of the bonds have enjoyed an attractive return for the past two years, and in addition to that return have had the opportunity to share in the results of the progress made by the company in increasing the scope of its activities and earnings. This company recently sold an issue of \$6,000,000 convertible debenture 5's, now quoted around 99, which are convertible presently into the Class A shares at 58."

Unless it becomes advantageous from a viewpoint of yield or because of a change in or expiration of the conversion privilege, it is seldom necessary actually to convert. At any rate, it is interesting to figure the conversion point from a profit angle. A booklet recently issued by George H. Burr & Company declares that, "while the simplest method [to convert] would be to base the figures on the par value of the bond or preferred stock, as a matter of actual fact consideration must be given to the price paid for the security. To illustrate: the preferred stock of Mock, Judson, Voehringer Company, Inc. (par value \$100), at this writing may



By Pease, in the Newark Evening News

A JOB FOR THE GARDENER



Your time is limited but you can invest quickly, wisely, this way

The busy man willingly pays extra for the hours which the "Limited" saves him between New York and Chicago. In the rush of modern life the pressure of things to be done makes us quick to take advantage of the time-and-worry-saving conveniences which now extend into nearly every human activity—even to the making of investments. No longer is it necessary for you to make a prolonged personal study of your

investment problem—simplify things by picking out one or two widely-known investment houses and rely on their experienced advice. At the nearest National City Company branch office you will find an investment advisor with our world-wide knowledge at his command ready to give you immediate time-and-worry-saving help in selecting from our broad lists of investigated securities.

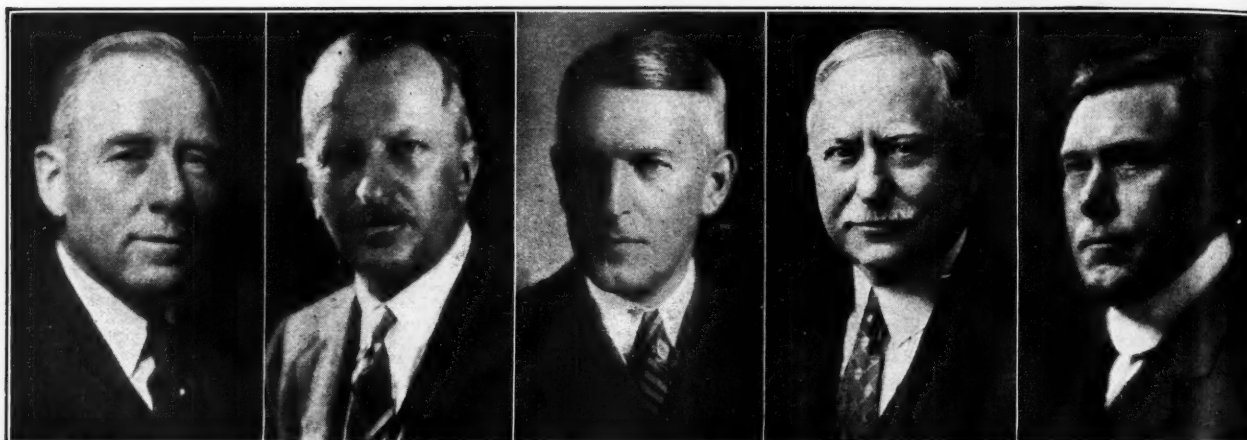


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Finance and Business



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Thomas W. Lamont

Charles H. Sabin

W. C. Potter

James S. Alexander

Myron C. Taylor

LEADERS IN THE GUARANTY-COMMERCE BANK MERGER

Mr. Lamont, partner in J. P. Morgan & Company, is executive committee chairman of the new Guaranty; Mr. Sabin, of the old Guaranty, is the new vice-chairman of the board; Mr. Potter, of the old Guaranty, continues as president; Mr. Alexander, of the National Bank of Commerce, continues as chairman of the board. Mr. Taylor, Judge Gary's successor in U. S. Steel, as a director was a factor in the merger.

be purchased around 102½. It is convertible into the common stock of the company at any time on or prior to December 31, 1931, at the rate of 2½ shares of common stock for each share of preferred stock. By dividing the current purchase price of the preferred stock (\$102.50) by 2½, one arrives at the theoretical price above which the common stock would have to sell before conversion becomes profitable.

"Apparently, it would seem advisable for the preferred stockholder to convert when the common stock rose above the price of \$41 per share. But by that time, the preferred stock in all probability would be selling at a higher price, having anticipated advances in the common stock and making an exchange unnecessary."

One of the most attractive features of this type of security is that if the stock rises on the market above the conversion point, the investor participates in the profits, while if the stock falls, the downward pull on the security does not take it below the proper investment level.

Expansion

PRESIDENT HOOVER's inauguration, generally favorable business conditions, and the expansion movements almost daily recorded in the press, bring to mind the following statement made a few weeks ago by A. F. Young, vice-president of the Guardian Trust Company of Cleveland, before a meeting of the American Bankers Association:

"We are in a new and larger world of business and banking enterprise than most of us could have comprehended ten years ago. Evidence of this appears on all sides—the progress of science and invention, the efficiency and coöperation of

business leaders, the integration of business into great corporations, the totals of bank clearings and the plentiful supply of money at reasonable rates, an adequate and comparatively efficient labor supply, a European situation that shows marked improvement, and the resultant higher level of security prices and stock market activity. The new level of earning power of our people now nears a hundred billion dollars annually, and our country's wealth perhaps four hundred fifty billion dollars or more."

And Charles M. Schwab, chairman of the Bethlehem Steel Corporation, reminds us that "today the United States is doing practically half the business of the world."

A hopeful spirit prevails for a continuation of the present high levels during the next four years. There will be fluctuations of course, but with confidence in the coöperation and leadership of Mr. Hoover, expansion is under way.

Banking Mergers

"BANKING HAS DEFINITELY turned the corner in the direction of larger units," according to Carl Wilson in the *A. B. A. Journal*. "Great mergers of nationally known banks such as have taken place in New York and Chicago, producing the super-banks of today, have served to give bank consolidations a color of metropolitanism. Popular attention is focused upon the spectacular, the imagination-grIPPING picture of the marriage of millions. Less attention is paid to the merger movement throughout the country as it alters the shape of the American banking structure."

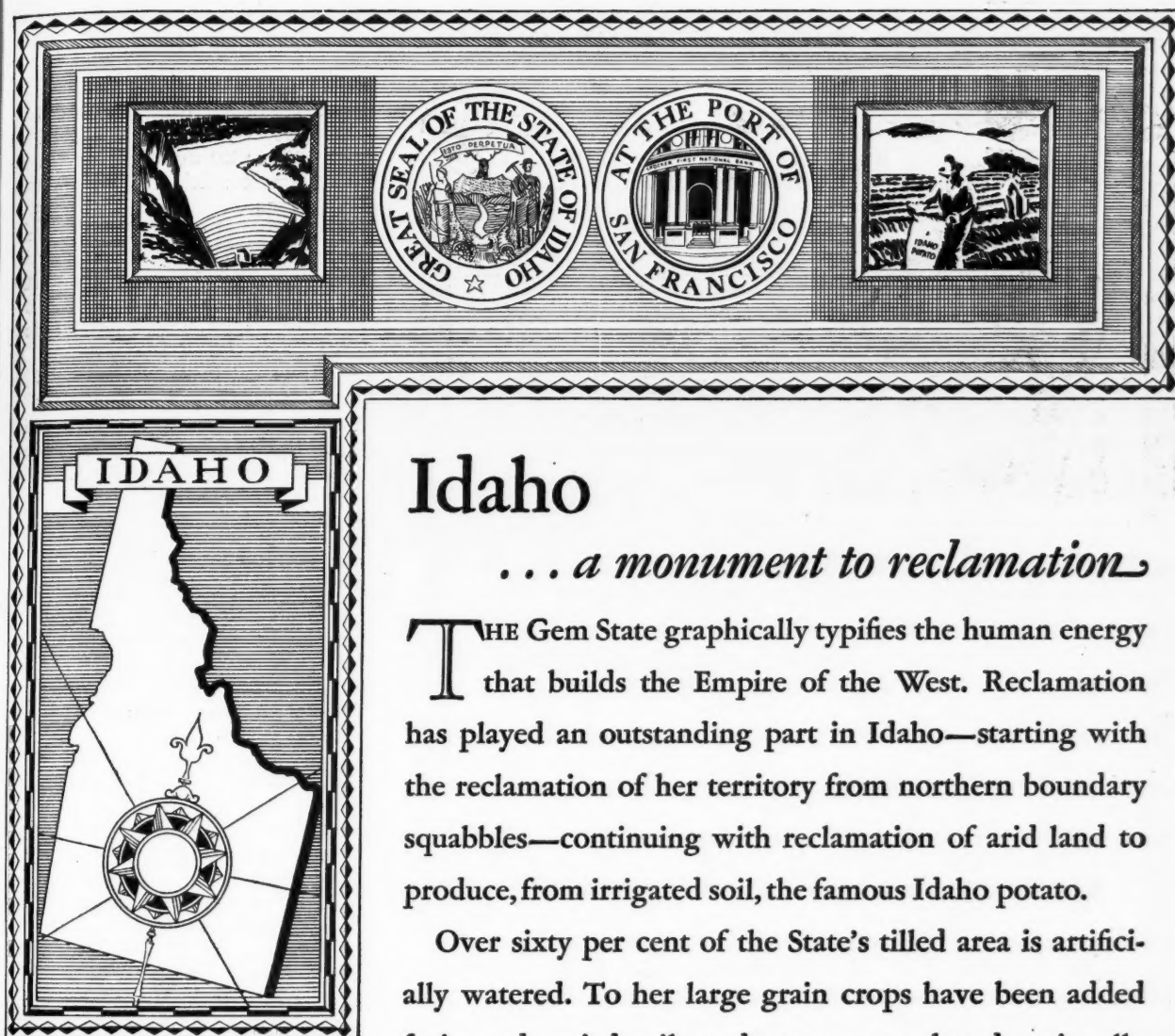
This movement in the larger cities is directed toward more powerful institutions through consolidations of existing

strength. The most notable example of this was the announcement a few weeks ago of the merger of the National Bank of Commerce with the Guaranty Trust Company of New York, retaining the latter name and forming a \$2,000,000,000 institution to claim the title of "the largest bank in the United States." Following this announcement, bank stocks became wildly active as rumors spread of other regroupings among Wall Street banks, and additions not only to this merger but to other institutions as well.

The prestige and advertising value of size, however, are not the only considerations. As the *New York Times* pointed out, "the impelling reason is one of plain necessity. Under the law a bank can lend only 10 per cent. of its capital to any one borrower, individual or corporate. The nation's large corporations have grown to such an extent that it takes a bank of enormous size to meet their requirements. Most large corporations divide their accounts among several banks, but they usually desire to have one bank as their chief financial adviser. Even under the present expansion there is a considerable number of corporations of such size that no one bank is sufficiently powerful to care for all their requirements."

"This trend has not only resulted in a movement toward the consolidation of banks into larger units but toward successive capital increases, brought about mostly by the sale of additional stock to the shareholders of the banks. Since the start of last year each of the 'big five,' the largest banks in New York, has increased its capital at least once, and there have been increases also down through the list of medium-sized and small banks."

"Early in 1928 the National City Bank, for generations the largest bank in the United States until outranked by the Guaranty-Commerce combination, in-



Idaho

... a monument to reclamation

THE Gem State graphically typifies the human energy that builds the Empire of the West. Reclamation has played an outstanding part in Idaho—starting with the reclamation of her territory from northern boundary squabbles—continuing with reclamation of arid land to produce, from irrigated soil, the famous Idaho potato.

Over sixty per cent of the State's tilled area is artificially watered. To her large grain crops have been added fruits and varied soil products now marketed nationally

and abroad. In one year, six million bushels of apples and one-third that quantity of peaches were harvested. 1,706,000 bushels of beans, 275,000 tons of sugar beets and 115,000 acres of potatoes were grown.

Urban growth also mirrors Idaho's advancement. State bank deposits recently showed a yearly increase of over 26 per cent. Mines produce lead and silver. Clay products, furniture making, pulp mills flourish by the application of western industrial genius to the native resources of Idaho.

Facilities at the Port of San Francisco early established and progressively maintained it as the center of western commercial and financial activity. From frontier times, the combined Crocker banking institutions have been major factors in western development.

CROCKER FIRST NATIONAL BANK
of SAN FRANCISCO and

CROCKER FIRST FEDERAL TRUST COMPANY
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Oldest Real Estate Bond House—Founded 1855

Why Careful Investors Select



Greenebaum First Mortgage Bonds

1. Safety—Over a period of 74 years Greenebaum First Mortgage Real Estate Bonds have been recognized as sound and conservative investments.

2. Yield—The interest return on Greenebaum bonds — now 6%—is

greater than the yield from other equally high-grade securities.

3. Market Fluctuation—Greenebaum Real Estate Bonds are not speculative securities but are an exceptionally desirable form of investment protected by every possible precaution suggested by the successful experience of the Oldest Real Estate Bond House.

Send for Investors' Guide

Mail coupon below for Guide to complete investment satisfaction and service, regardless of where you live. Write today. No obligation whatever.

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OLDEST REAL ESTATE BOND HOUSE

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Safeguarded Bonds

Finance

creased its capital from \$75,000,000 to \$90,000,000, besides adding a total of \$45,000,000 to the capital and surplus of its investment subsidiary, the National City Company.

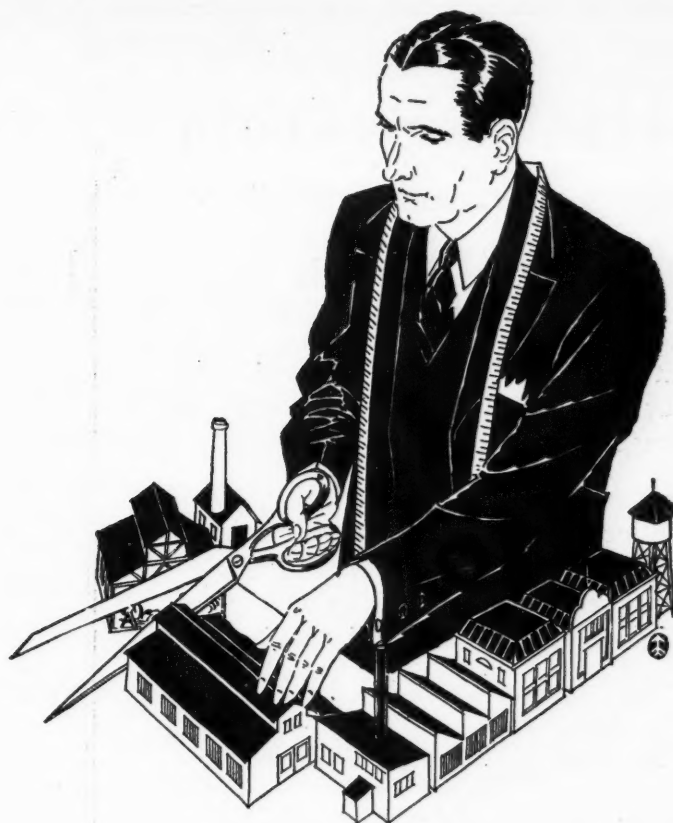
"In January of this year the National City's stockholders ratified a further increase which placed the capital and surplus each at \$100,000,000 which, with undivided profits, made up a total of more than \$212,000,000 of capital funds. In point of capital funds the National City Bank is still the largest in the country."

Other capital increases referred to included those of the Chase National Bank, the Irving Trust Company, the Guaranty Trust Company and the Bankers Trust Company; also the merger last year of the Bank of America in New York with the Giannini interests and its capital increase. The Trans-America Corporation, which includes the Giannini holdings, more recently approved an increase in the authorized capital to \$1,250,000,000 and announced plans for a British company to take over the foreign activities and investments.

Among other recent consolidations in large centers were those of the Continental National Bank and Trust Company and the Illinois Merchants Trust Company, the First National Bank and the Union Trust Company, the Central Trust Company and the Greenebaum Bank and Trust Company, in Chicago; the National Bank of Commerce and the Mercantile Trust Company, the First National Bank and the Liberty Central Trust Company, in St. Louis; the First National Bank and the Merchants National Bank, in St. Paul; and the Los Angeles First National Trust and Savings Bank and the Security Trust and Savings Bank, in Los Angeles. The First National of Chicago recently voted its first stock dividend in the 65-year history of the bank, and the Cleveland Trust Company announced plans to increase its stock by \$2,000,000.

Now, in contrast with the spectacular, "the country bank merger movement aims to create stronger banking institutions through *eliminations of existing weaknesses*." Many smaller communities are known to be over-banked, especially in the Middle West agricultural states, and the state bank superintendents and examiners frequently recommend consolidation as the remedy. In 1927 there were 831 banks reported closed throughout the country; in 1928, 484—a substantial reduction. Absorptions by stronger institutions in over-banked communities have frequently solved the problem more profitably for depositors.

In 1928 there were 629 bank mergers reported, and the movement continues this year. Both large and small banks are contributing through consolidations to the strengthening of our banking system.



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production is now 50 per cent larger, inventory is lower, profits are excellent, the debentures have been retired and common stock dividends have been resumed.

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Finance

"Wall Street Vortex"

THE CREDIT SITUATION has absorbed public attention during recent weeks as the most disturbing element affecting business. The continuing increase in brokers' loans which, on January 31, reached a total of \$6,735,164,242, was the direct cause. The Federal Reserve Board had already given warning; but in spite of this, loans during the previous six months continued to mount until an increase for the period of \$1,897,816,663 was recorded. For January alone the increase was \$295,423,731.

Then came the Board's "outspoken warning" and the Bank of England's rate increase—both on February 7. The advisory council of the Federal Reserve shortly afterward voiced its support of the Board's statement. And the subject reached the floors of Congress with discussion and suggestions of investigation and legislation.

The warning was followed by a drop in the market, and unsteady conditions have prevailed on the Exchange during the period of discussion and uncertainty as to the effect in voluntary reduction of loans. Among early criticisms was the inference made in some circles that the visit of Montagu Norman, governor of the Bank of England, who was in this country at the time, had influenced Federal Reserve policy.

Quoting the *New York Journal of Commerce*: "It is merely the question whether our bank reserves shall or shall not be invested in loans made for the purpose of operating in stock exchange securities. As a matter of safety, is it wise or right to allow such application of the reserves against our deposits?"

The Federal Reserve's Duty

"That is the whole problem, and it is not dealt with in any way whatever by assuming a hostile attitude toward 'speculation,' or, on the other hand, by flying into a rage and advising Reserve banks to mind their own business, and not to interfere with speculation except as authorized by law. The Reserve banks have a definite duty and function, which is that of conserving the reserve funds of the country. In doing so, they cannot afford to let these funds become involved in the speculative market, to say nothing of the fact that they are forbidden by law to do so."

Col. Leonard P. Ayres, economist and vice-president of the Cleveland Trust Company, believes that the Federal Reserve "has now firmly declared a policy of credit restriction for speculation, and it has thereby placed itself in the difficult position of either making that policy effective, or suffering a humiliating loss of prestige. The system can win if it has

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Finance

the will to win, and in view of the alternative it has abundant reason to put forth every effort to win."

In its review of business the National City Bank of New York deplored the "Wall Street vortex," and commented first upon the Bank of England's rate increase from $4\frac{1}{2}$ to $5\frac{1}{2}$ per cent., stating that it was "the direct result of the disparity existing in interest rates between New York and London and illustrates the disturbing effect which the speculative boom in this country is bound to have on the international money markets." And regarding the Federal Reserve warnings, "they are strong statements, and they should dispose effectually of whatever lingering doubts there may have been as to where the Reserve banks stand on continued credit expansion. That there has been some doubt is revealed by the persistent belief in some quarters that sooner or later the Reserve banks would have to back down from their present position for fear of injuring business.

"Of course, the Reserve banks have no desire to injure business! But the Reserve banks are not responsible for high rates for money. Rates are high because the amount of credit available for the stock market is too limited to satisfy the demand. The excited speculators pay little attention to rates, and their brokers bid against each other for funds and run up the rate to figures which induce money to come from all parts of the country and from other countries.

"The Reserve banks are responsible for the high rates only in the sense that they attempt to confine the use of bank credit within the limits fixed by law. The member banks—most of them at least—are honestly trying to cooperate, first because they know the dangers of the situation, and second because they dare not, if they want to keep safe, do anything else.

Commercial Customers First

"They cannot increase their loans without going to the Reserve banks and they are not disposed to place their eligible paper for the purpose of expanding their liabilities upon stock market securities which are ineligible at the Reserve banks. They serve their commercial customers first, and at moderate rates; what is left does not satisfy the stock market demand and rates are bid up. The high call rates induce the withdrawal of deposits from the banks for loans in the market and, if the tendency continues, must eventually find expression in a higher level of commercial rates as well."

The Reserve board on March 1 made public its annual report which outlined at length the changes in the credit situation that preceded its February warning. It called attention to the fact that "at the present time, of the total volume of nearly

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Finance

\$35,700,000,000 of loans and investments of member banks, more than 57 per cent. are either in investments in or loans on securities. Securities thus underlie considerably more than half of the outstanding volume of member bank credit. The proportion of bank credit that is based on securities has been rapidly increasing."

A sidelight on the subject from the stock exchange viewpoint was expressed by E. H. H. Simmons, president of the New York Stock Exchange, when he urged a better understanding of the basic economic functions of stock exchange loans while addressing the Atlanta Chamber of Commerce.

"New industries particularly have need of the support of the speculative buyers of securities because the risks which they involve as untried projects are, as a rule, too great for the more conservative outright investors to sustain," he said. "It has therefore long seemed to me quite beside the point to condemn security speculation in broad generalities. Attempts to curtail or prohibit the free speculative financing of industry in this country would inevitably result in a sharp check to our economic progress."

Voluntary readjustment without loss of public confidence in industry, or interference with our present prosperity, is the result hoped for.

In Chicago

A FEW WEEKS AGO the new Chicago Corporation, an investment management concern for the Middle West, was announced to the Chicago investing public. This followed by less than two weeks the idea originated by Charles F. Gloré of Field, Gloré & Co. for local financing of new developments.

The directors—a group of Chicago's foremost business leaders—were listed and the question implied, "Are you willing to trust these men to take care of your funds?"

The investors responded, and the Chicago *Tribune* reported: "The purchase of the whole issue of a company which hadn't even an office of its own is a testimonial to the confidence investors have in the directors."

Realty Financing

NEW YORKERS RECENTLY read the announcement of a new development in realty financing "which, it is contended, will completely change the present system of financing large building operations." This referred to the new U. S. R. Management Corporation formed by the National City Bank and the United

A story of a \$1,000 bond

CUSTOMERS of this company received a total unexpected profit of \$2,521,507.50 during 1928. This was because 59 bond issues originated by S. W. STRAUS & CO. were called, in whole or in part, at a premium. These called bonds represented \$76,507,500. On an average, these bonds had been outstanding less than six years. The premiums represented from \$20 to \$75 additional on every \$1,000 bond.

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In the three years he had held the bonds, he had received \$62.50 yearly in interest—a total of \$187.50. Adding to this the premium paid when the bond was called, this investor's \$1,000 earned him \$227.50—or at the rate of 7.48% a year.

If you, likewise, are seriously interested in high grade bond offerings, send for our current investment offerings. In addition to Straus real estate first mortgage bonds yielding from 5.75 to 6.25%, they include a highly diversified list of municipal, public utility, railroad and foreign bonds yielding from 4.10 to 7.35% at present market prices.

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Finance

States Realty and Improvement Company to be capitalized at \$5,000,000.

According to the *New York Times*, under the proposal the issuance of mortgages against real estate operations will be entirely eliminated and preferred and common stock will be issued in their stead, thus offering a substitute for a system in vogue for centuries.

It is proposed to finance building construction along exactly the lines used in industrial operation through the issuance of preferred stocks, carrying a bonus of common. The senior stocks will cover all building and land costs, while the common represents the expectancy of profit. The original investors in the preferred stocks will own 80 per cent. of the common, and the common stockholders will eventually own 50 per cent. of the equity of the building financed under the new plan. The possibility of foreclosures affecting the investment is practically eliminated, as well as the many varying charges under the mortgage system.

Aviation

A CONSOLIDATED SCHEDULE for air passenger lines recently issued by the American Air Transport Association showed forty-two daily schedules with passenger planes flying 33,458 miles every twenty-four hours and stopping at 102 cities. Favorable weather will bring an increase estimated at 8,000 miles.

Mergers and expansion in aviation are expected this year. Air mail routes are being extended. Suitable airport facilities are being established in cities large and small throughout the country. Newspapers recently carried the announcement of the Aviation Corporation in which the banking houses of Lehman Brothers and W. A. Harriman & Company are associated. This is a holding and development corporation which will be associated closely with railroad and steamship lines; and leaders of industry compose the board of directors. Aviation is looking up and greater progress is being made as it becomes linked more closely to commerce.

But aviation is not yet a great industry. Clement M. Keys, president of the Curtiss Aeroplane Motor Company and head of the Transcontinental Air Transport, Inc., said in a recent address:

"One of its principal handicaps is that there has never been, so far as I know, so small an industry that made so much noise, that received more attention from the press and the people, and that was forced to carry on its affairs so completely in the limelight." While optimistic on the future of aviation, he cautioned against false conceptions of its present status.

Finance

Hydro-Electric

"DESPITE the constantly growing efficiency of steam methods of generating electricity," the *Chicago Tribune* recently pointed out, "water is more than holding its own at present in the race to supply America with cheap power, the factor on which prosperity and its consequent betterment of living standards mainly depends."

Electric power production reached a new high last year, and figures issued by the geological survey of the Department of the Interior showed that eighty-eight billion kilowatt hours were made. This represents an increase of about 10 per cent. over 1927, which, in turn, had showed an increase of 9 per cent. over the previous year. Of this production, 40 per cent. in 1928 came from water sources as against 37 per cent. in 1927, in spite of the fact that during the last three months of last year conditions were less favorable than usual for hydro-electric plants.

Billion-Dollar Corporations

AS BANKING gets under way with its mergers, the earnings reports of various corporations during recent weeks have revealed the industrial growth and prosperity of the country.

Thirty years ago there were no corporations with assets or market values exceeding \$1,000,000,000. Today the list includes:

United States Steel, American Telephone & Telegraph, General Electric, General Motors, International Nickel, Standard Oil of New Jersey, Consolidated Gas, Metropolitan Life, Equitable Life, Trans-America Corporation, National City Bank, Chase National Bank, and the Guaranty Trust Company (merged).

Investments

THE U. S. STEEL announced its financing plan, credited largely to Myron C. Taylor, chairman of the finance committee, which prepares for the redemption of its \$300,000,000 bonded indebtedness. Anaconda and others are likewise reducing their bonds while stocks are becoming more plentiful.

Regarding the bond redemption programs, considerably more than \$300,000,000 will be released for re-investment during the next few months and it is expected that these funds will be placed by investors in equally desirable securities and that little if any of the money will find its way to the stock market.

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About MEN and WOMEN Leaders of the Present Day



Eight Ladies of Congress

AS CONGRESS MEETS this month to come to grips with the problems of the farmer and the tariff, eight women for the first time are sitting in the House of Representatives. Three have just been seated; one served briefly in the Congress that expired March 4, and the other four, comparatively speaking, are veterans.

The new members are the "Three Ruths," the trio who have captured the public imagination—Mrs. Ruth Hanna McCormick of Illinois, Mrs. Ruth Bryan Owen of Florida, and Mrs. Ruth Baker Pratt of New York. Mrs. William A. Oldfield entered the House to take the place of her late husband, formerly a member from Arkansas. The others making up the so-called women's bloc are Mrs. Mary T. Norton of New Jersey, Mrs. Florence P. Kahn of California, Mrs. Edith Nourse Rogers of Massachusetts—all of whom have served two previous terms—and Mrs. Katherine W. Langley of Kentucky, who took office in 1927. Five are Republicans, three are Democrats.

The progress of the "Three Ruths" on the national stage will be observed with especial interest. For a time it is likely that they will suffer the fate of all new members of the House, but none aware of the abilities they demonstrated in their

campaigns will expect them to remain long in obscurity. All have forceful personalities, all are versed in the machinery of politics. Mrs. McCormick and Mrs. Pratt are more closely identified with party, both having worked in and with Republican organizations for some years. Mrs. Owen's activities, from choice, have been chiefly in the field of civics.

The air of politics has been familiar to Mrs. McCormick since girlhood. She was more than the daughter of Mark Hanna, the President-maker; she was his secretary and confidante as well. She was steeped in the lore of the Republican party even before she married Medill McCormick, first Representative, then Senator for six years from Illinois. When the Progressives were active, in 1912, she was an ardent worker.

When her husband died, Mrs. McCormick refused appointment to his place in the Senate on the ground that it would give her no opportunity to succeed herself. It was her contention that women must win political recognition at the polls. To this end she

has shaped her career with the view, in her own phrase, that she was "blazing further the trail that leads to Washington for other women."

She once remarked that she considers politics her occupation, and in it she has been accepted by her male colleagues as a veteran with an uncanny political sense. In addition, she is a business woman. She is manager of a huge estate in Illinois, and of a large inherited fortune.

In political background, Mrs. McCormick has a close parallel in Mrs. Owen, who won her way to the House by a whirlwind campaign in Florida, reminiscent of the methods of her

father, the Great Commoner. From him she learned much of men and affairs and inherited his gift of oratory.

To this she has added wide experience both here and abroad. As the wife of Major Reginald Owen of the British Army, who has since died, she saw much of Europe in the war years, and took part in hospital and relief work in London and later in Egypt. She has toured South America, has lived in the West Indies, and knows every section of her own country thoroughly.

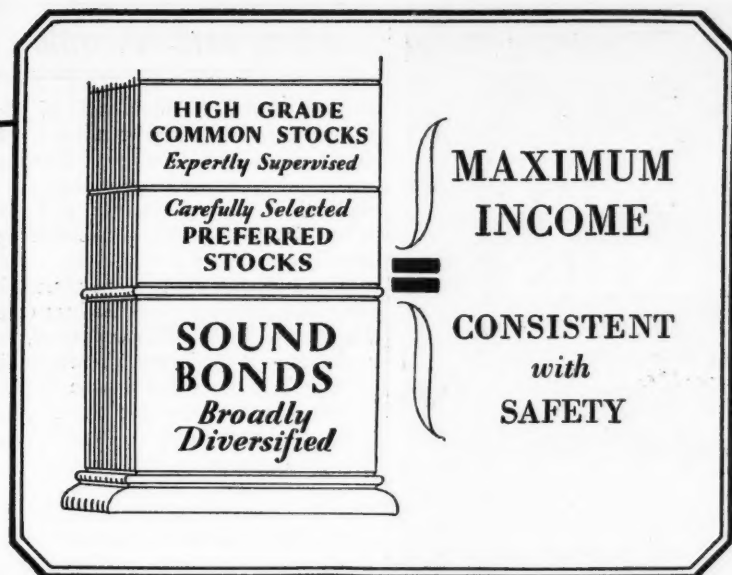
Mrs. Pratt is a newcomer in politics. Her life until recent years was concerned chiefly with her family, society, and philanthropy. She entered public life in the Fifteenth Assembly District of New York City, the "silk-stockings" district, where on one occasion she saved her party organization from defeat by swinging the woman vote. Since then she has been co-leader. In 1925 she was elected Alderman, the first woman to hold that office



A CONGRESSWOMAN AT HOME
Mrs. Mary T. Norton, Representative in Congress from New Jersey.



A CONGRESSWOMAN AT WORK
Mrs. Katherine Langley, Representative in Congress from Kentucky, with her married daughter who serves as her secretary.



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Men and Women

in New York. A bitter critic of Tammany, she has fought consistently for city governmental reforms, denounced waste of public money, and sought to make the Board of Aldermen more than a vermiform appendix of the municipal structure.

These three, with brilliant records behind them, are the new members of the House. With their five colleagues, they make up the largest representation women have ever had in the National Legislature. Only within the last four years has their sex made any considerable progress toward their just numerical strength. Up to 1925 only four women had been elected to the House, and they had all passed from the scene.

The first woman sent to Washington as a Representative was Miss Jeanette Rankin of Montana. A noted suffrage worker, she first sought to be elected to the Senate but after being defeated she tried for the lesser honor. She was elected Representative-at-Large in 1916, running 25,000 ahead of the Republican ticket in a state-wide vote. She was defeated for re-election and left in 1919. Her most notable utterance while in office was, "I love my country, but I cannot vote for war."

Next to blaze the trail for women was Miss Alice Robertson, known as "Aunt Alice," of Oklahoma. She served one term. Next came Mrs. Mae Nolan of California, widow of John I. Nolan, whose place she was chosen to fill. Then came Winifred Mason Huck of Illinois. She succeeded her father, Representative William B. Mason.

These four had played their rôles and departed when in November, 1924, Mrs. Norton of New Jersey became the first woman Representative ever elected in an Eastern State. In February, 1925, Mrs. Kahn was chosen; and in June of that year Mrs. Rogers won in Massachusetts, both succeeding their husbands, who had died. They were joined in the House in 1927 by Mrs. Langley of Kentucky, whose husband had resigned.

In point of election Mrs. Norton is the senior member of the women's delegation. From Mayor Frank Hague's own Hudson County in New Jersey, she is known as a "career politician." Working her way up in the Democratic organization, she was for three years a county freeholder, then served in the State Assembly for two. Former Governor Moore once termed her the State's outstanding woman.

Men politicians like Mrs. Norton. They regard her as astute, a hard worker, a good mixer and likely always to follow a reasonable course. She is a Wet, but her chief interest lies in legislation for veterans, for whom she has done much. Mrs. Norton was the one to break the ice for other women in the

Men and Women

House. After a speech on December 13, 1927, advocating increased tax exemptions, she remarked:

"I was a lady member last term and so treated. Yesterday they rode roughshod over me."

The women in Congress appear to lean particularly to humanitarian work. Others besides Mrs. Norton who are interested mainly in relief measures are Mrs. Rogers and Mrs. Langley. Mrs. Rogers was a Red Cross worker, and was active at Walter Reed Hospital in Washington before taking her seat in the House. She also was a personal representative of President Harding in an investigation of soldiers' hospitals. Mrs. Langley is concerned with flood relief, widows' pensions, and aid for the victims of the war.

It will be noted that six of the twelve women who are or have been Representatives have succeeded husbands or fathers. Four at present are the beneficiaries of this succession. Commenting editorially on this fact, the *New York Times* said on November 8, 1928:

"Their husbands' popularity and the sentiment of their succession undoubtedly helped them win their way to Washington. The new members are all women of personality, who might have made their impress even without the tradition behind them. . . . The increasing number of Congresswomen is but another indication of the larger part their sex is taking in the public life of the nation."

What then of the "Three Ruths"? Except remotely, perhaps, with Mrs. McCormick, their husbands' popularity had nothing to do with their election. The tradition behind her and behind Mrs. Owen might have played some part, but a small one in view of their obvious capabilities. It seems more likely that the eight women in Congress reflect, not a tradition of succession, but the gradual evolution of their sex into public life.

Mrs. Hoover as First Lady

JUDGING BY SPACE in popular magazines for March, it was Mrs. Hoover who was installed in the White House last month. We have before us three sketches of the First Lady of the Land, and quite possibly there are others. Mrs. Mary Roberts Rinehart, in *World's Work*, concerns herself largely with the exacting duties of a mistress of the White House and Mrs. Hoover's peculiar fitness for them. Frederick Palmer, in *Ladies' Home Journal*, recounts especially some of her experiences in foreign fields as her husband's companion; and the same incidents figure largely in Walter Raleigh's story in the *Christian Advocate*.

Mr. Palmer, the famous war correspondent, had met the Hoovers in China



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Men and Women

during the Boxer uprising of 1900, and he relates anecdotes of a young woman's extraordinary coolness and inspiring example while under fire. Mr. Hoover was then at his first important foreign job as a mining engineer, and his wife was with him. We quote Mr. Palmer:

"While the Hoovers themselves were living at the house of a friend they had given two fellow correspondents and myself the use of their own little frame cottage. One day Mrs. Hoover had come to the cottage to get something which she wanted when a crash told us that Number One shell had exploded warningly close. Mrs. Hoover ran to the back door to see where the shell had burst. This was evident enough in a hole in the back yard.

"It was a relief to see her disappearing into the living room in front just as Number Two heralded that it had arrived at its destination. I went to the window, to see a ghastly picture which haunts me still. The shell had burst on impact with the road fairly under the front ranks of a company of Japanese infantry, tossing them as shattered and shredded human debris.

"Then came Number Three. There was no need of looking out of the window to see where it had burst. It was in the house; it had detonated on the newel post of the stairs. Going into the living-room door, I saw Mrs. Hoover in the fog of dust from disintegrated plaster keeping right on with a game of solitaire she had started, although I noted that some of the cards had been dropped on the floor by the shock."

Mrs. Rinehart writes with evident knowledge of the increasing obligations devolving upon mistresses of the White House, several of whom have broken down under the strain:

"But Mrs. Hoover will not break. Physically, mentally, and temperamentally she is notably fitted for her new duties.

"First of all, she is a strong woman. Her lifelong creed of exercise and fresh air find her now in her maturity with fine health and a strong body. She is also a calm woman. Her mental activity never translates itself into uneasy movements. She has unusual poise and great naturalness. During the entire campaign and before it, after the nomination, she never once showed any nervousness or any anxiety. Her attainments in scholarship are well known. In addition, she speaks several languages—a great advantage, when it is remembered that representatives to our government are not always selected for their knowledge of the English language. But the real quality that is most valuable is her mental alertness, her continuing interest. People do not tire her."

Men and Women

Head of the House of Morgan

WHEN THE SENIOR J. Pierpont Morgan died, sixteen years ago, his only son and namesake—then forty-six—assumed new responsibilities. But the elder man had surrounded himself, and therefore his son, with a group of financial wizards, and the prestige of the house was never in danger. Among these men were Henry P. Davison, George W. Perkins, and Edward R. Stettinius, all now deceased.

The best known of the present partners in the firm of J. P. Morgan & Co. are the younger J. P. himself, Thomas W. Lamont, and Russell C. Leffingwell. Until his appointment as Ambassador to Mexico, a year ago, Dwight W. Morrow was a leading member. At the beginning of the present year three sons became partners also—Henry Pomeroy Davison, Thomas Stillwell Lamont, and Henry Sturgis Morgan. J. P.'s elder son, Junius Spencer Morgan, has long been a partner. There are nearly twenty members in all.

Like his father, the present J. P. Morgan shuns publicity and the public. We venture to say that more has been written about him in the past two months, since the invitation came to him from the Allied governments to sit with Europe's financial experts considering German reparations, than in the previous ten years. Most informing is the character sketch by John K. Winkler, printed in two issues of the weekly *New Yorker*. Forty years ago Jack Morgan was graduated from Harvard. So far as we can discover he did not make the football, baseball, or track team, nor the crew, even though he was an ardent oarsman; but he did shine conspicuously in his senior year as manager of the class production of a comedy.

"The present head of the House of Morgan," Mr. Winkler asserts, "lacks the driving force of his father. This Morgan is more deliberate in his decisions, more patient in receiving advice, relying more upon the counsel of his partners. He plods where his father swooped. If less brilliant, less bold, however, the younger Morgan is also less prone to err; and his personal prestige has grown enormously."

A loan of \$500,000,000 floated for Britain and France in 1915, was the beginning of international finance on a new scale. Other vast operations followed. "The same year Morgan & Company was appointed purchasing as well as fiscal agent of the Allies in the United States. It bought munitions and food supplies to the extent of billions upon billions, at times spending in one month amounts greater than the entire commerce of the world for a like period a generation before. Morgan, steel-nerved, iron-muscled, handled his share of the vast en-

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Investment Suggestions

Below you will see summaries of booklets issued by reputable banking houses, trust companies, savings banks, brokers and other financial institutions. Strict rules of eligibility are made concerning companies advertising in this magazine. In writing to them please mention the Review of Reviews.

The following list of booklets may be of interest to you. Choose by number the ones you wish to see, fill out the coupon below and we will be glad to have them sent to you without charge, or you can write the Bankers themselves. Please enclose ten cents if the material of more than one company is desired.

49. **A VALUABLE AID TO BANKS AND INDUSTRIES**, a booklet describing how the Department of Economics and Survey serves investors by furnishing investment counsel, free, to individuals and institutions. Offered by A. C. Allyn & Company, 67 W. Monroe Street, Chicago, Ill.

55. **AN INDUSTRY THAT NEVER SHUTS DOWN**, a review of recently published institutional advertisements of the American Water Works and Electric Co., 50 Broad Street, New York City.

57. **WHAT IS THE CLASS-A STOCK?** An analysis of stock yield, the management, and the scope of the business is offered by the Associated Gas and Electric Company, 61 Broadway, New York City.

56. **CONVERTIBLE SECURITIES**. A booklet for the investor giving pertinent facts regarding convertible bonds and stocks. Offered by George H. Burr & Co., 57 William St., New York.

50. **HOW MUCH SHOULD YOUR MONEY EARN?** This question is attractively answered in a booklet with that title. Offered by Caldwell & Co., Nashville, Tenn.

47. **WATER SERVICE—THE ARISTOCRAT OF UTILITIES**, is a booklet describing water bonds as a sound form of investment. Offered by P. W. Chapman & Company, Inc., 105 West Adams St., Chicago, Ill.

10. **6½% FIRST MORTGAGE BONDS OF THE PACIFIC NORTHWEST**, a booklet describing this form of security is offered by W. D. Comer & Co., 1222 Second Ave., Seattle, Wash.

11. **COMMONWEALTH YEAR BOOK**, an illustrated detailed statement of the operations of the Commonwealth Edison Company of much interest to investors. Offered by Commonwealth Edison Company, 72 W. Adams St., Chicago, Ill.

13. **YOUR MONEY, ITS SAFE INVESTMENT**, a booklet telling about the particular bonds offered by the Fidelity Bond & Mortgage Co., 657 Chemical Bldg., St. Louis, Mo.

42. **HOW TO SELECT SAFE BONDS**, a pamphlet outlining some sound investment principles, offered by George M. Forman & Co., 112 West Adams Street, Chicago, Ill.

17. **NEW BOOK, "INVESTMENT GUIDE"**. This book describes First Mortgage Real Estate Bonds recommended by one of the oldest Real Estate Bond Houses, Greenebaum Sons Investment Co., La Salle and Madison Streets, Chicago, Ill.

51. **GUARANTY SERVICE**. A book describing the work of various departments and outlining services available to customers through these departments. Offered by the Guaranty Trust Company of New York, 140 Broadway, New York City.

43. **INSURING YOUR INTENTIONS**. A booklet giving much interesting information about the life insurance trust service and its possibilities is offered by the Guardian Trust Company, Cleveland, Ohio.

52. **LOOKING AHEAD FINANCIALLY**. A helpful booklet visualizing the factor of age in the financial affairs of men and women, and intended to help investors to build out of current income an accumulation of property to provide permanent income. Offered by Halsey, Stuart & Company, 201 So. La Salle Street, Chicago, Ill.

56. **FACTS ABOUT NORTH CAROLINA**, a booklet showing why the mortgages on small properties there are the basis for a good investment, is offered by the Home Mortgage Co., Durham, N. C.

41. **INVESTMENT REVIEW**. A booklet giving current information on the selection of securities for investment is offered by Hornblower & Weeks, 60 Congress Street, Boston, Mass.

24. **SECURITY BONDS**, a name applied to 6% real estate bonds which are guaranteed as to principal and interest by the Maryland Casualty Company, a \$40,000,000 corporation, are described in an illustrated booklet. Offered by J. A. W. Iglehart & Co., 102 St. Paul St., Baltimore, Md.

27. **YARDSTICK OF SAFETY**, a fine analysis of the securities offered by the Mortgage Security Corporation of America, Norfolk, Va.

29. **FOREIGN DOLLAR BONDS**, a booklet containing valuable suggestions for bond buyers and presenting the record of foreign loans in American markets. Offered by National City Company, 55 Wall Street, New York City.

31. **WATER, THE INDISPENSABLE UTILITY**. An interesting booklet, giving a detailed description of a water company's plant and operations, with special reference to the investment qualities of securities of water companies. Offered by G. L. Ohrstrom & Company, 44 Wall Street, New York City.

53. **STOCK AND BOND REGISTER**. A record showing the important features of each security which is held by investors. Offered by Otis & Company, 216 Superior Street, N. E., Cleveland, Ohio.

33. **SECURITIES BACKED BY MODERN ROAD BUILDING**. The largest road-building organization in the United States is Warren Brothers Company, Cambridge, Mass., whose illustrated booklet gives interesting facts about the Company. Offered by Paine, Webber & Co., 82 Devonshire Street, Boston, Mass.

58. **"HOW TO INVEST MONEY"**—is the title of a new booklet published by S. W. Straus & Co. It describes various types of securities and is a valuable guide to every investor. A copy will be sent free on request by S. W. Straus & Co., 565 Fifth Avenue, New York City.

45. **THE IDEAL INVESTMENT**, a booklet showing ten reasons for the safety of Electric Power and Light Bonds as a basis for investment, is offered by Thompson, Ross & Company, 29 South La Salle Street, Chicago, Ill.

39. **"INVESTMENTS THAT ENDURE"** is the slogan of the Utility Securities Company, 230 So. La Salle St., Chicago, Ill., and is applied to the various securities which are offered by the great public utility interests which the Utility Securities Company serves. Detailed circulars will be mailed upon request.

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Men and Women

terprises with frictionless efficiency. His self-discipline was the marvel of his associates. Each evening he dropped the awful responsibilities of the day, went motoring or cruised briefly in the *Corsair*."

Mr. Morgan, we are told by this writer in the *New Yorker*, is a diligent student of the Bible and of Shakespeare, and often surprises associates by copious and accurate quotations from these source-founts of literature. "He is also an authority on the art treasures collected by his father and himself. Since the former's death he has added more than four thousand to the nineteen thousand volumes and manuscripts in the greatest private library in the world. Five years ago, the son deeded the library to the public as a memorial to his father.

"The J. Pierpont Morgan of today is a massive, deep-chested, graying-haired man who paces restlessly beneath the frowning oil portrait of his father at 23 Wall Street. At heart this Morgan is not a money king. He is more essentially a student, a scholar, a bibliophile. He has accepted thus far the burdens of his position, good-humoredly and capably, because these burdens were thrust upon him. The drift of his mind is towards study, contemplation, and the quiet pursuits of a country gentleman."

Cynics may charge that Mr. Morrow is in Mexico and Messrs. Morgan and Lamont are at Paris as salesmen for the house; but the larger public prefers to believe that difficult problems require the services of men of vision, action, honesty, and courage, and that such men are to be found in profusion in the higher councils of modern American business.

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THE UNPRETENTIOUS SAFETY MATCH has risen to the dignity of an instrument to be wielded with the power of a Rothschild in lending money to governments.

When Ivar Kreuger, president of the Swedish Match Company, said to France that it could have \$75,000,000, at an interest rate of 5 per cent., this was not a philanthropic move on his part. It was just a bargain whereby his company, in return for the favor, obtained the concession to furnish France with all the requisites for the manufacture of matches and to assist in the distribution of the commodity. As a matter of fact, the erstwhile purpose had been to get the match monopoly outright, but the French parliament feared that this was more than it could assent to.

However, when Hungary borrowed \$36,000,000, and Poland \$22,000,000,

Men and Women

and a dozen or more other countries obtaining loans running into many millions, the match monopolies were placed in Mr. Kreuger's hands as collateral.

In this centennial year of the safety match the Swedish newspapers have much to say about the growth of the Swedish Match Company and its ramifications everywhere. A graphic picture of the man responsible for this development is furnished by William H. Stoneman, writing for the New York *Sun* from Stockholm. He tells us that: "Ivar Kreuger is 48 years old, originally a construction engineer and a bachelor. He is worth \$50,000,000, perhaps many times that, and he is one of the most influential individuals in European finance. At one time he built houses and bridges in America. At another time he took a gang of piledrivers into Mexico and lost all but one of them by fever. At still another time he built bridges in Africa.

"It was when Kreuger organized the Swedish United Match Company that he began to attract attention. This was in 1913, in competition with the Jonkoeping and Vulcan match companies. Four years later he fused them into a single organization. The Swedish Match Company now operates 160 factories. Its shares are worth nearly \$250,000,000.

The financing of the Swedish Match Company is done through the International Match Corporation and Kreuger & Toll, the original construction firm with which Ivar Kreuger was identified and which now operates as a holding company for vast interests in mines, forests, and shipping, as well as matches.

The Swedish industrial journal *Affarsvarlden* (Affairs of the World), in summing up the activities of the Swedish match interests in recent months states that the closest working agreements exist with the match makers of Great Britain and Germany and Japan. In addition—although we had always supposed that matches are made of wood—the company has a controlling interest in the Grangesberg Mining Company, operating great ore territories in Arctic Sweden, and in Chile fields have been acquired containing 290,000,000 tons of iron ore.

In all this it is the genius of Ivar Kreuger that adds one conquest to another, whether it is obtaining fresh match monopolies, acquiring more ore fields, or increasing the already considerable merchant fleet of the Swedish organization. Surrounding himself with able lieutenants, he is taking European leaders of finance by surprise. That he is just in the beginning of his world conquest is the belief of those close to him. It would not be surprising were Kreuger to be found identified with the next move for untangling the complex skein termed German payments due the Allies.



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Robots—the New Race of Men

ONE HUNDRED YEARS HENCE humans may look back on the third decade of this century as the birth years of a new race of men—mechanical men who, even now, are learning to do the work of the world. Men long ago have been trying to create in their own image beings who would respond to their will in some fashion. Many fraudulent ones have been produced, but now authentic creatures are in existence who react to a spoken word, to other varieties of sounds—even to radio. Some of these Robots, as bizarre as if they were Martian men, have been made to resemble human beings, others are mere mechanisms endowed with electrical intelligence.

Chief among the true mechanical men are Televox, invented by R. J. Wensley of the Westinghouse Electric and Manufacturing Company, and Eric, the creation of Captain W. H. Richards of London.

Televox, considered the most perfect specimen of his tribe, works by means of sound waves. His "mind" is divided into three parts, each of which recognizes and acts upon one particular tone. His principle is resonance. Inside his glass-fronted torso are three tuned electrical instruments which operate like violin strings, one responding to a shrill whistle, another to a horn-like toot and the third to a low-pitched buzz.

By combining these various sounds, Televox's master is able to direct his actions. Two of the tones are preparatory commands such as the military "forward," while the third is the execution or "march" order. The versatility of Televox depends solely on the number of these first informatory signals

he is able to receive. If there are ten points on one switch inside him which is sensitive to the shrill whistle, and ten points on a second switch sensitive to the horn-like toot, he will be able to execute a hundred commands, one for each of the possible combinations of whistles and toots. Within this range the mechanical man is infallible.

His best known accomplishment is measuring the depth of water in a reservoir. By a pre-arranged series of sounds, Televox connects his master with the water gauge, and when the "execution" buzz reaches his "ear," he throws the final switch, and one note of a bell is rung for each foot of water. The distance from which he can be controlled is unlimited, as long as he is within reach by telephone. Thousands of miles are no barrier if he can hear his whistles and toots and buzzes.

Eric, on the other hand, operates electrically. His tin frame contains a motor, controlled by electric flashes sent over wires, and an electro-magnet arrangement works the levers attached to

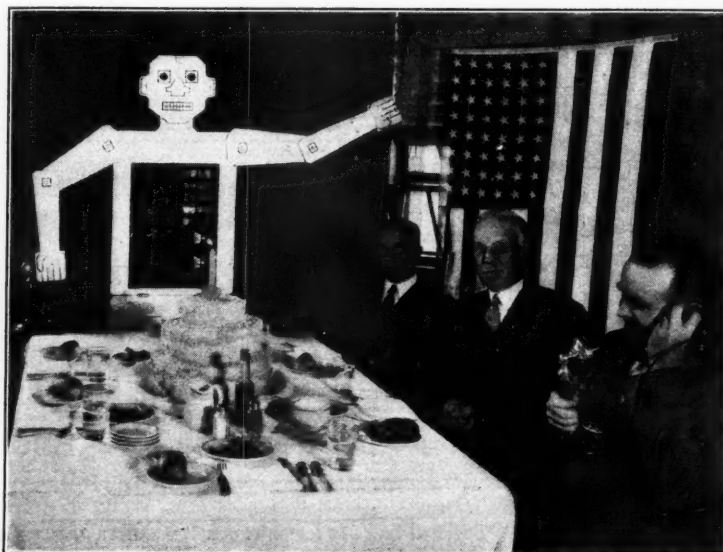
his limbs. He can rise, lift his hand, speak and sit down. He has become famous in London as a meeting-opener. The only mystery that remains about him is his voice, a mystery his inventor has not revealed. Televox's vocal organs are a strip of the new sound film employed in talking pictures, which is set to work by his usual signal code.

Related to the mechanical men are the Robots, machines that do the work of men. Their number grows yearly. One of these is Metal Mike, developed by Elmer A. Sperry on the principle of his famous gyroscope. Metal Mike steers steamships automatically, and does it so efficiently that he is becoming preferred to human hands at the wheel.

More interesting than this useful device are the Robots controlled by radio. The British battleship *Centurion* is the chief of this class. Completely unmanned except by minor Robots of its own, this ghost ship can manoeuvre to avoid gunfire, throw out a smoke screen, and move on the enemy at the behest of radio signals from another vessel miles away.

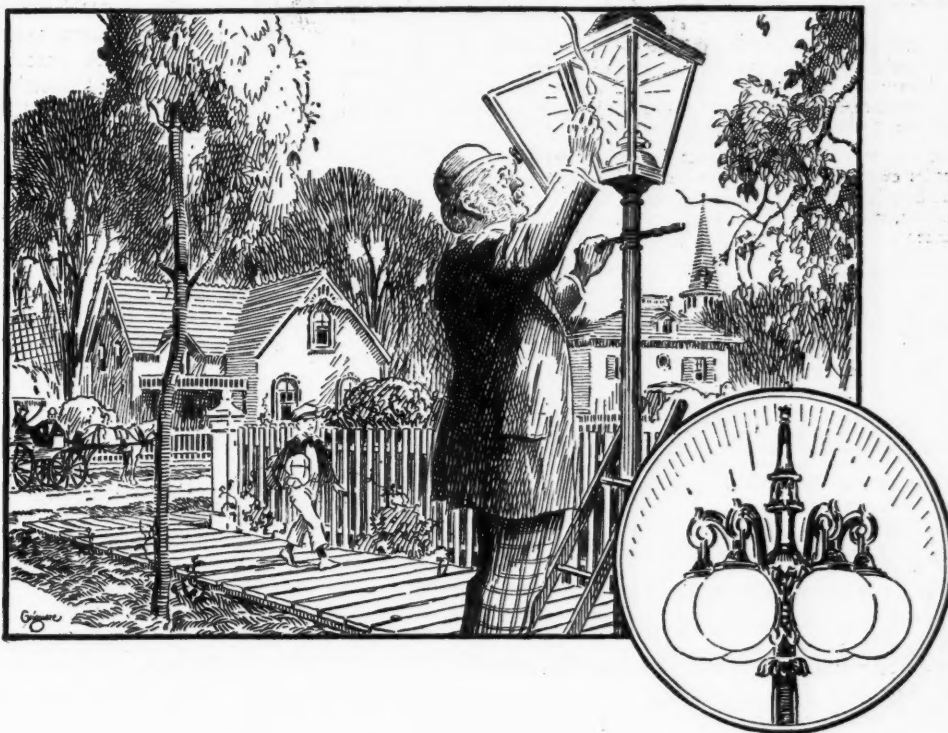
Obedying these commands, just as the Televox reacts to his own code, motors of the *Centurion* are stopped or started, the rudder is moved and all the operations necessary to warfare are carried forward. Army tanks similarly controlled have been tested by the United States.

An adaptation of Televox's powers to a Robot has been made for flying fields. Connected with the flood light system of an airport, the mechanical ear responds to a certain pitch of a siren on a plane seeking to land, and switches on the lights. Obviously, the widespread use of this



TELEVOX CELEBRATES HIS FIRST BIRTHDAY
At right, with the telephone, is his inventor, Roy J. Wensley of the Westinghouse Electric and Manufacturing Company.

This is Number One of a series of advertisements bearing the general title, "Before the Age of Electricity"



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Science

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At the hour of President Hoover's inauguration this message was flashed by oscillator signals from the tender *Ortolan* to the submarine *S-29*, which lay at the bottom of the sea off the shore of Costa Rica. Almost immediately cool air, smelling slightly of the new rubber hose through which it was pumped from the *Ortolan*, rushed through a valve into the submarine's torpedo room. Through another valve foul gasses were drawn off. Within five minutes the heated, humid atmosphere within the submerged vessel cooled perceptibly.

The *S-29* had been sunk to test, for the first time in submarine history, those valves and the hose which divers had fitted to them in about an hour's time. Pumping air to the crew was only part of the venture, which was described in the *New York Times* by Lewis R. Freeman, its correspondent with the fleet during manoeuvres. Mr. Freeman was in the submarine during the experiment.

"As this dispatch is being written," said Mr. Freeman, "divers are working on the deck of the submarine above my head, attaching hose to the ballast tank salvage connection for the final and most important stage of the test, which will be an attempt to raise the submarine to the surface by blowing the water from the tanks with air forced through a hose from the *Ortolan*."

Being in the *S-29* was a trying experience, because of the heat down there under the tropical sea. Most of the crew were stripped to their underwear, and carried towels slung around their necks to wipe away perspiration. Nevertheless, all hands showed a good appetite for lunch, which consisted mostly of cold things from the icebox as might be expected.

Science

"By climbing into the conning tower," continues Mr. Freeman, "I was able to peer through the heavy glass eye-ports and watch the divers working in slow, wavy motions at the salvage valves. The bright sun on the surface gave a strong illumination, but the water was slightly murky from the small bits of seaweed floating in it. . . .

"A diver whom the men called Knight waddled over past the four-inch gun once, and made faces through the eyeports with gestures indicating his preference for the cool ocean depths to the hot interior. Finally the divers collected their tools, thumbed their noses at us, and went sprawling to the surface in the wake of a train of bubbles."

Then the actual test began. Water was forced out of the tanks by air, which Mr. Freeman could see bubble up beside the ship's round iron sides. The S-29 rocked gently for ten minutes. Then suddenly it began to rise.

"I found myself balancing against a slight uptilt of the bow," runs Mr. Freeman's story. "There was a rush of water past the eye-ports, a brightening of reflected illumination from ghostly green to yellow, and from yellow to lucent gold; then the underside of the broken and wind-whipped surface of the sea, like a rough pane of glass, and finally the bow and diving rudders breaking through into the sunshine."

So ended one more in the series of tests made by the Navy to make its submarines safe. It appears that those officers and men who have lost their lives in submarine accidents suffered the fate of all pioneers, a fate that man's ingenuity makes needless to their successors. Beside the successful test of pumping air into the S-29, there has been outstanding in the Navy's progress toward safety the application of pad-eyes to submarines, and the development of the artificial lung.

Both hold great promise of safety for those who go under the sea in ships. Pad-eyes are great loops of metal fastened to the outside of a submarine. Through them divers are able to pass chains, by which the huge pontoons necessary to raise a sunken submarine to the surface can be attached with comparative ease. The artificial lung is an oxygen mask, which can be carried in submarines as a kind of under-sea life preserver. In tests Lieutenant C. B. Momsen and Chief Torpedoman Edward Kalinowski, both of whom have helped develop the invention, have left the rebuilt S-4 when it was 200 feet below the sea, and come to the surface. Wearing only their ordinary naval uniforms and the artificial lung, they reached the surface without trouble. Had that been possible when the S-4, the S-51, and the others went to the bottom. . . . But it wasn't.

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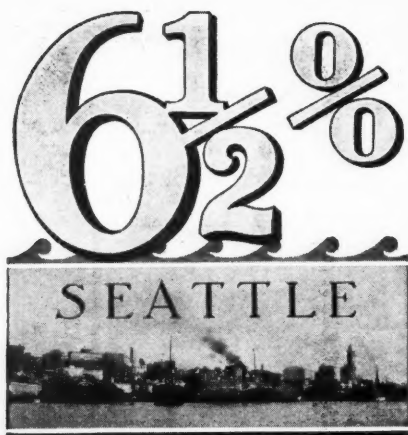
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Science

These Ultraviolet Rays

WHEN A FOND MOTHER buys an ultraviolet lamp and subjects little Johnny to its glowing rays for so many minutes each day, she may amuse him or spoil his temper, but the final result on his health may be nothing at all. For most of the lamps on the market have been tested by a New York laboratory, and all of the cheaper ones have been found to be completely ineffective.

This is probably just as well, writes E. E. Free in *Harper's*, for ultraviolet rays used by an un instructed person are decidedly dangerous, and may even prove fatal. While it is true that they can cure various diseases, and that properly applied they seem to have a beneficial effect on the human body as a whole, it is equally true that their action on the tissues of the skin may result in serious poisoning. If the popular-priced lamps produced real ultraviolet rays, little Johnny would be lucky to escape with a bad case of sunburn.

Everyone, at one time or another, has probably experienced the burning sensation which follows too much exposure to sunlight, but few realize that this is an actual fever due to the strenuous efforts of the blood to dispose of the toxins liberated by the skin cells which have been killed. For ultraviolet rays, which cause sunburn, are fatal to all living organisms—to the cells of the human body just as much as to germs. In moderation, this may be actually good for the body, but it is easy to see that it may be dangerous.

Ordinary sunlight is seldom harmful because it is filtered through an atmosphere which is more or less opaque to the ultraviolet rays. Practically none of them can get through the smoke and dust which fills the air above any large city, and even in the country they are rarely strong enough to be harmful. But some of the best ultraviolet ray lamps produce a concentration much more intense than the clearest sunlight, and it is therefore highly important that they should be handled with care.

This does not mean, however, that they cannot be used safely and beneficially on the advice of a competent physician. While medical men are not entirely sure of the reasons for it, there is ample evidence to prove the value of ultraviolet rays as an aid to health. Mr. Free, who is an authority on scientific matters, concludes:

"Just how much daily dosage of ultraviolet rays the average person needs to keep healthy physiologists do not yet know. Probably it varies with the individual. Anyway, it will harm no one to sit on the front porch in the sunlight whenever possible, as no doubt Hippo-

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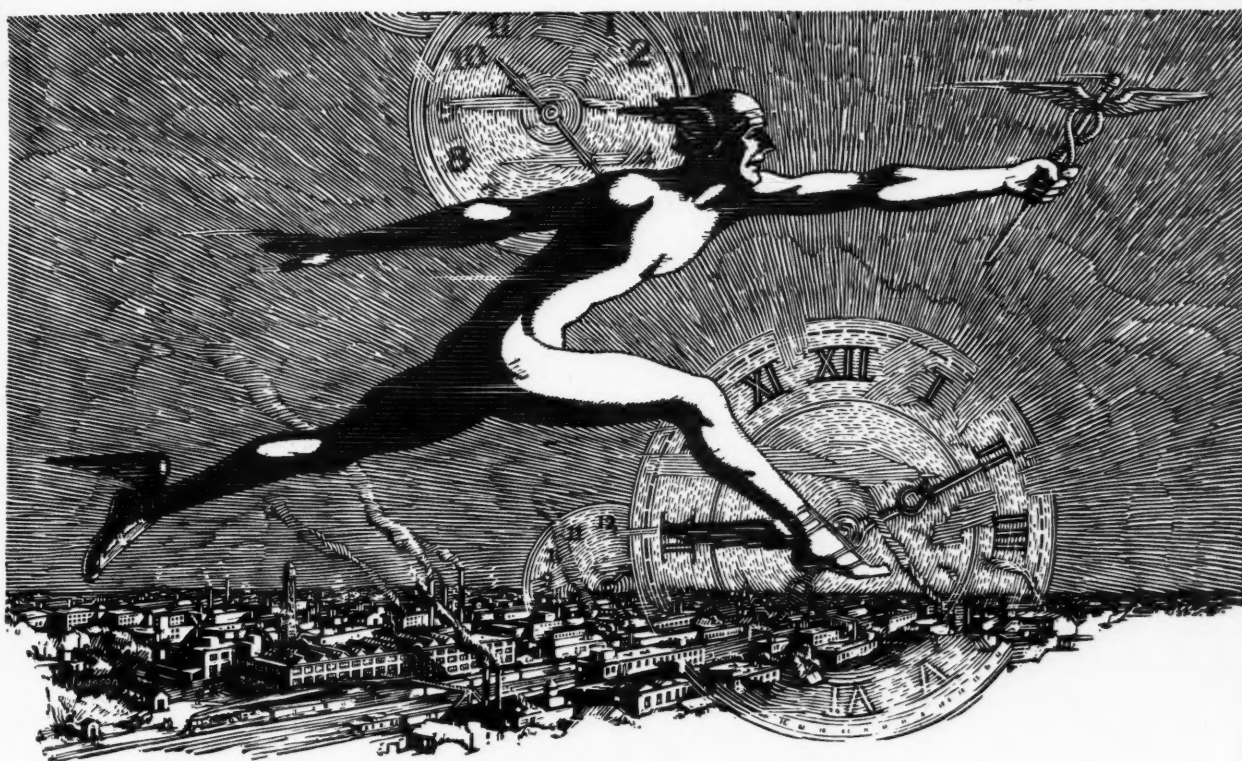
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WHY is it that certain American concerns have outrun all the rest? What is their secret? Col. Leonard P. Ayres* has found it. Analyzing the lessons of the years during and just after the war, he says:

"During these years a few American firms learned that *the most important thing in the world is time*. They learned the secret of mass production . . . They learned that goods in stock represent *labor's time that has been paid for, but is now idle* . . . They learned hand to mouth buying. They learned that the firm that intelligently strives to use *all* of its equipment, *all* its labor and *all* its capital, *all the time*, can make profits undreamed of in earlier years."

Industry has eliminated from manufacture waste of time, waste of material, waste of motion. But still only the leaders have learned to distribute their goods without waste. At this moment millions of dollars, millions of hours, are tied up in reserve stocks at factories, and in goods idling aboard long-haul freights.

Some of America's industrialists have recognized the urgent need for branch offices, warehouses and factories—spotted

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The Atlanta Industrial Area offers production savings that range from 5% to more than 15%. Efficient, willing, interested, Anglo-Saxon labor avoids time and money-wasting interruptions to production, increases output-per-man. Raw materials come from close by, quickly and at low prices. Taxes are low. Power rates compare with the lowest in America. Buildings cost 20% to 35% less. Even the climate contributes to economy of operation.

Without charge or obligation, and in the strictest confidence, the Atlanta Industrial Bureau will make a first-hand survey of conditions here as they affect your business. Write

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Send for this Booklet!
It contains the fundamental facts about Atlanta as a location for your Southern branch.

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Garment Makers Prosper Here

Makers of women's dresses, children's rompers, blouses and wash suits, men's shirts, men's clothing, and makers of cotton or rayon underwear—all know the meaning of cutthroat competition.

Experience of manufacturers in these lines points the way to others. On moving to Piedmont Carolinas they have found cost of plant reasonable and operating overhead remarkably low.

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They have taken advantage of abundant raw material sources.

They have seen all these economies result in costs so low that they could set prices at sales-compelling levels and at the same time earn handsome profits.

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DUKE POWER COMPANY

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AND OTHER ALLIED INTERESTS

Science

crates did between office hours at Cos. It will do no harm to let an arm or leg peep out occasionally. Perhaps it does good, too, that masculine moderns have escaped from hair and whiskers.

Why Sleep?

DURING HIS DAYS of glory Napoleon slept not more than four or five hours of the twenty-four. He would at times ride ten hours at a stretch, then hold conferences with his staff, and dictate letters late into the night. A few hours of sleep sufficed to relieve his fatigue.

Dr. Robert Kingman uses Napoleon's apparently unusual staying powers to introduce, in the April *Plain Talk*, an argument to the effect that much of our sleep is a waste of time. Of a life, say, of seventy-five years, must one-third, or twenty-five years, really be spent in sleep? Dr. Kingman's answer is No.

"Heads of large businesses work much harder than most of their employees," he writes. "Some of them stick to their desks long after the office force has quit for the day. . . . If they are interested in the business and making a success of it, they do not complain of being tired."

Moreover, there is more to the Napoleon story. After Waterloo exploded his dreams of world conquest, he lived an idle life at St. Helena, and found it necessary to sleep eight or nine hours instead of four or five.

Does all this mean that the more we work the less we should sleep, and that egotistical gratification on the pattern of Napoleon's success replaces sleep?

"Psychologists are beginning to think so," comments Dr. Kingman. "In fact, many of them are quite sure that this apparently paradoxical theory is correct, and that insomnia ought to be cured not by teaching insomniacs how to sleep, but by teaching them how to stay awake properly. But in order for the cure to be effectual, the staying awake must be done under circumstances that absorb the interest of the individual and flatter his ego."

In other words, the old saying that a change of work is as good as a rest was founded on sound psychology.

Eight hours sleep, eight hours work, and eight hours play is, in Dr. Kingman's eyes, a false standard. Six hours sleep ought to be enough for most. And two hours a day saved means salvaging ninety working days of eight hours each a year.

Apparently, then, those who suffer from insomnia are better off than they know. As Dr. Kingman says, "Lying awake at night in a comfortable bed is really never a desperately dangerous performance."

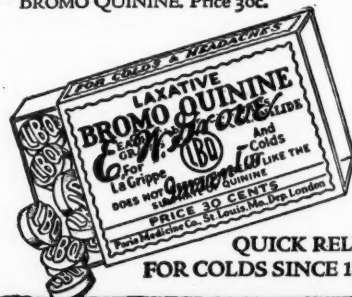


Won't go out to play

When healthy youngsters, usually full of mischief, suddenly lose their ambition to be engineers or policemen, they are probably full of cold germs. Loss of appetite, listlessness, or feverish condition, should put parents promptly on guard.

As a rapid-action weapon against colds, no remedy is better known than GROVE'S BROMO QUININE. Easy to take and mildly laxative, it rids the system of poisons caused by colds. The tonic properties keep vitality up.

Because grip, influenza, and other serious illnesses often begin with a cold, it is wise to obtain quick relief when any cold threatens. And equally wise, to make certain of getting the right remedy. So emphasize GROVE'S, when asking for GROVE'S BROMO QUININE. Price 30c.



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When American Industry comes to Atlanta

MORE AND MORE, the heads of America's greatest concerns are recognizing the vital importance of the South as a source of new sales volume, and directing their efforts to its cultivation.

As the industrial and financial headquarters of the South—Distribution City to this prosperous market—Atlanta has become regional headquarters for a large number of these concerns. During the past four years alone, 585 great American corporations, in widely diverse fields, have placed branches in this city. Their payrolls exceed \$26,000,000 annually.

Every executive who is giving thought to building up profitable volume in the Southern territory and who has placed a branch in Atlanta, or is planning to, will be interested in this significant fact:

A majority of the outstanding corporations whose branches have come to Atlanta during the past four years have placed accounts with the Fourth National Bank.

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RELIGION



That Jack-of-all-Trades, the Minister

EARLY ONE APRIL MORNING in 1829 a young man, striding down a hill road leading to a town in the valley of the Connecticut, determined to enter the ministry. In a few months his first year at college would end. The world about him was budding into the life of another spring. He himself was filled with a sense of things to be done, and knew that nowhere outside the ministry could he do as much for his fellow men as in its ranks.

On a similar April morning in 1929, presumably, a young man striding down that same hill, and revolving in his own mind a similar decision on his life work, would give the ministry no more than a passing thought. Why?

This is the question asked in the *Christian Advocate* by Glenn Frank, president of the University of Wisconsin. Dr. Frank, speaking as a layman, wonders why more of the young men who will be the nation's leaders a few decades hence don't enter the ministry, as assuredly they would have a century or more ago. Moreover, he observes that:

"In recent years many new forms of religious leadership other than the ministry have been developed. Preaching has got outside the churches, slipped out of its gown and pulpit, and found many secular avenues of expression. Novelists, dramatists, college professors, judges, labor leaders, journalists, and statesmen now preach with all the passionate emphasis of Puritan parsons on the moral ideals and objectives of the race. Many of these men would, had they lived in early New England, have entered the ministry."

Had Theodore Roosevelt lived in the New England of Cotton Mather, Dr. Frank believes, he would have hurled his gospel of the square deal from a pulpit, to the enlivenment of many a somnolent Puritan congregation.

Winston Churchill's "The Inside of the Cup" would have been a series of sermons instead of a best-seller novel. And so with others:

"Charles Rann Kennedy, the playwright, would, in earlier days, have turned naturally to the pulpit rather than to the stage as the medium of expression for his servant-in-the-house ideas. Charles Evans Hughes, as governor of New York, preached, from the shaky-board rostrums of county fairs and in the hot halls of political mass meetings, the same basic moralities his father preached for forty years from the pulpit. When Woodrow Wilson, a layman, became president of Princeton University, his appeals to the conscience and idealism of its young men were as ringing as the appeals of any of

his clerical predecessors. Our own Edward Alsworth Ross's 'Sin and Society' would, in Jonathan Edwards's day, have been a series of sermons instead of the powerful socio-political tract that it was."

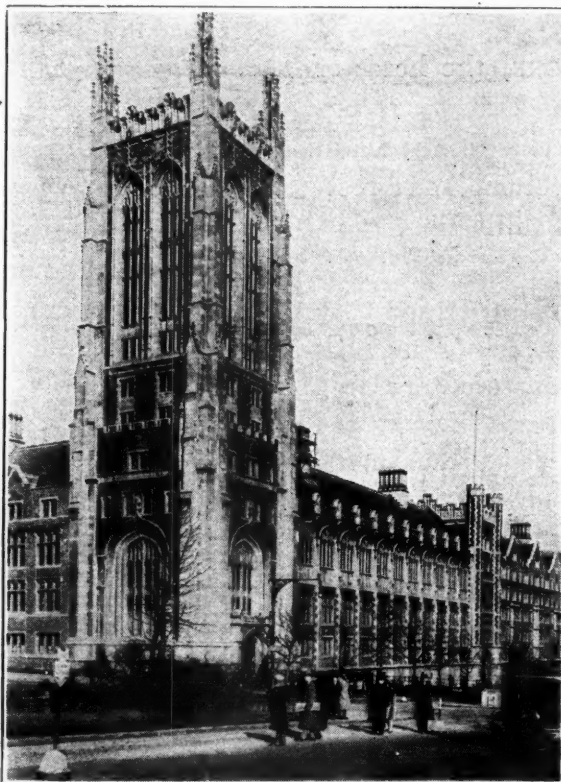
Dr. Frank does not believe that the waning appeal of the ministry arises from lack of the need of leadership by prophets, priests, and teachers in the mastery of a technique of spiritual life. On the contrary we need, and need desperately, spiritual leadership "to save us from the sterility of our haste, our standardization, our rabbit-minded conformity, our almost perverted idolatry of organization, and our preoccupation with material things."

The effect of this need is to drive men who have turned their backs upon priests to another kind of priesthood. They look about in pathetic helplessness for personal guidance in the difficult art of living. The less rational are "slumping into a new superstition, visiting commercial soothsayers who deck the ghosts of primitive charlatannies in the garb of various pseudo-sciences of the mind." The more rational seek guidance elsewhere.

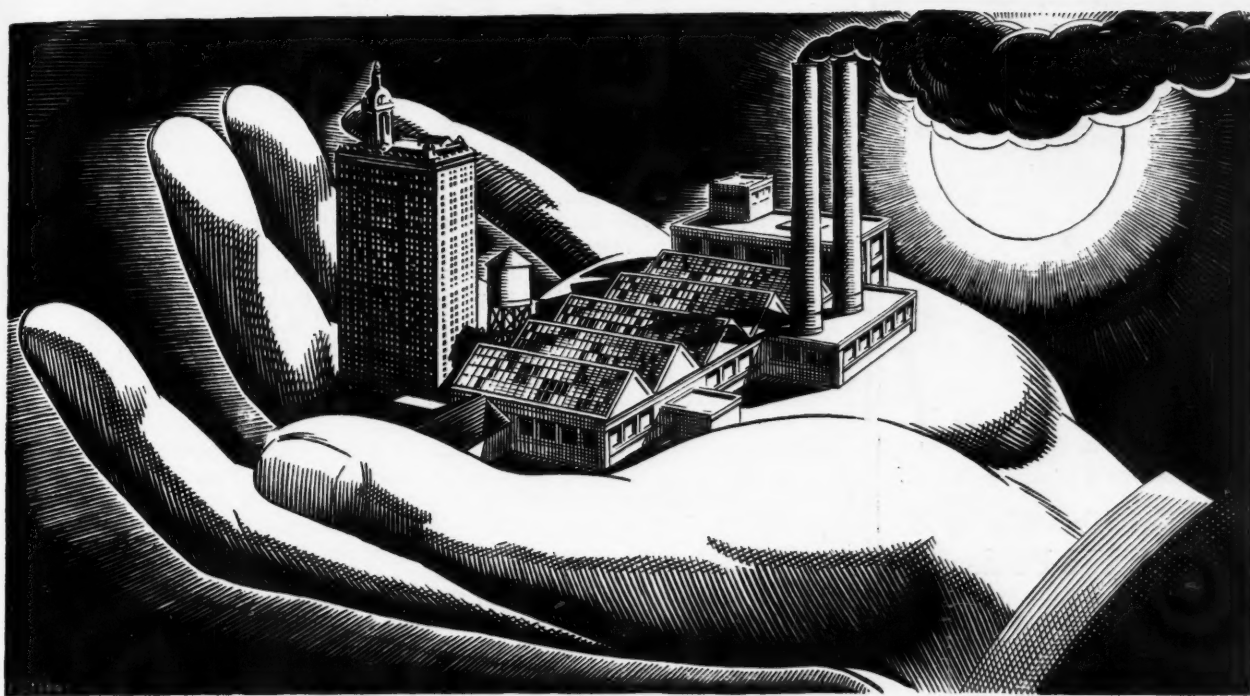
Again we come to the question: Why? Dr. Frank answers, "Because our medley of modern churches is organized on a basis that makes the ministry an almost impossible career." In other words, the trouble is that we—laymen—ask our minister to be a priest, a prophet, a pastor, and a president.

As priest, we expect the minister "to be a mystic mediator between our earth-bound and business-obsessed minds and the world of the spirit. But this subtle business of the priestly function can hardly be mastered by men in the roar and hustle of committee rooms and calling days."

As prophet, we expect the minister to be "a gadfly to our complacency, to keep up a



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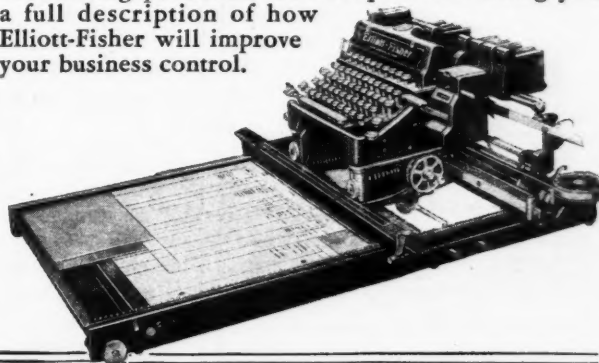
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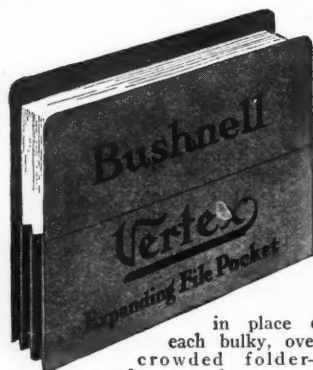


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Cut Here

Please send me for trial in my files a free sample of the Bushnell Paperoid "Vertex" File Pocket, as described in April Review of Reviews.

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Religion

continuous moral analysis of our business, our politics, our industry, our literature, our education; we expect him to be an expert in the moral meanings of modern life and practices; we expect him to discover and to denounce the new ways in which we are committing the old sins; we expect him to be a moral inventor, showing us new and better ways to practice the ancient virtues."

As pastor, we expect the minister to know the men, women, and children of his parish, and to be their ethical adviser. We expect him to bring both sympathy and science to his task, comforting us in sorrow and encouraging us when crestfallen. And we ask him to teach us and our children how to build decent and dynamic characters.

Finally, as president, we expect the minister "to be the efficient executive of the various organizations of the church; we expect him to be at once a shepherd of souls and the superintendent of a plant."

This bill of particulars Dr. Frank finds too much for one man. He implies that it demands a scattering of his effort, with the result the modern minister's energy fritters out ineffectually in having to do too many things; and that the young man sees a clearer road to usefulness elsewhere. The ministry now "calls for a sort of synthetic man, into the making of whom have gone a medieval saint, a carelessly courageous agitator, an expert in mental hygiene, and the hustling head of a business corporation. It can't be done. None save an ecclesiastical Leonardo da Vinci, with a genius for versatility, could fill such a bill."

To trustees and to vestrymen, Dr. Frank commends St. Paul's assertion of the principle of a division of labor in the tasks of spiritual leadership:

"And he gave some, apostles; and some, prophets; and some, evangelists; and some, pastors and teachers."

One Barrier to Church Unity

IT REQUIRES SOME HARDIHOOD for any institution to say to itself:

"We have accomplished our task. We can now best serve society by providing ourselves with a decent funeral."

In this persistent refusal of institutions to contemplate the duty of suicide, the *Churchman* finds a real barrier to unity and amalgamation among the Protestant sects of this country. True, there are the difficulties of law, of theological creeds, or historic interpretations. But under the pressure of modern needs, these should not be insurmountable obstacles. Far greater is the difficulty of seeing the demise of an institution as anything but failure. Yet

the demise of church institutions, as separate entities, is obviously essential to unity. But how get them to agree that they are superfluous, as separate entities?

"Could the Anti-Saloon League be convinced that after they make Prohibition a success their work is done, and that they need not inaugurate a campaign against tobacco, Catholics, or the continental Sunday?" asks the *Churchman*. "We doubt it. Could the Dutch Reformed Church be persuaded that there is no necessity to preserve Dutch, as distinct from English or French Calvinism, or the Unitarian Church that it has nobly accomplished its task of proving that Jesus was a man, and that the Christian must be moral before he is anything else?"

Being Episcopalian, the *Churchman* carries the argument to its logical end:

"And, good brothers, could the Protestant Episcopal Church be persuaded that she has sufficiently made her point regarding a dignified worship, a liturgical standard, and a historic continuity?"

There, then, lies the difficulty; and the *Churchman* concludes: "This high barrier demands a brave leap in the faith that he who loses his life shall find it."

Dry Rot in Holy Places

IN THE WILDERNESS of present-day Protestantism there are many voices crying. One of these, that of Dr. Frederick K. Stamm, is heard in the *Forum*.

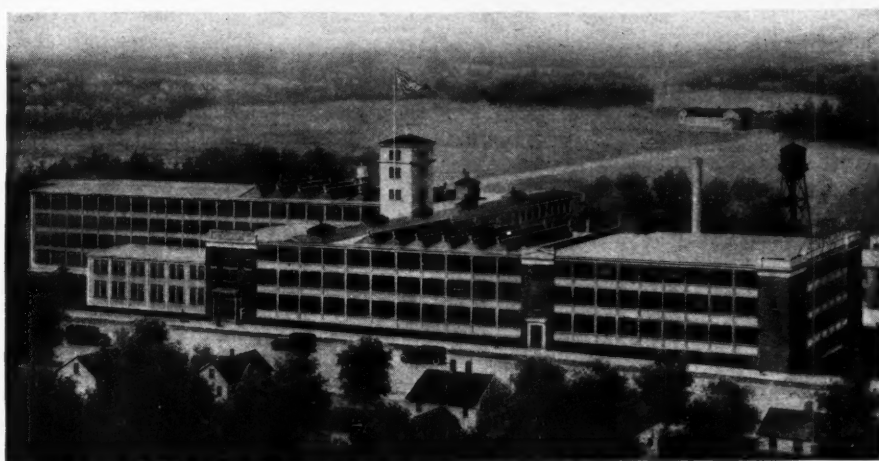
Dr. Stamm believes, like many others, that there is dry rot in the holy places of Protestantism. But from the school which holds that a tough religious fiber will replace that dry rot as soon as Protestants take up stained glass windows, more and better music, chants, vestments, formal prayer, and in general a ritual approaching that of Rome, he dissents violently. He dissents because he sees the remedy as lying in the essence of Protestantism itself.

The first duty of Protestantism, in his eyes, is "to keep the teaching of Jesus from being lost in a maze of ritualism and superstition. . . . It is for Protestantism to say whether the Sermon on the Mount and Jesus' outdoor method of bringing men face to face with God shall take precedence over an elaborate method of worship which is confined within the four walls of some more or less lovely edifice."

Dr. Stamm maintains that science and Protestant Christianity must go hand in hand. Let Protestantism "turn on the light so that men may no longer walk in darkness." If its welcome to science makes it lose its life, it will find it again

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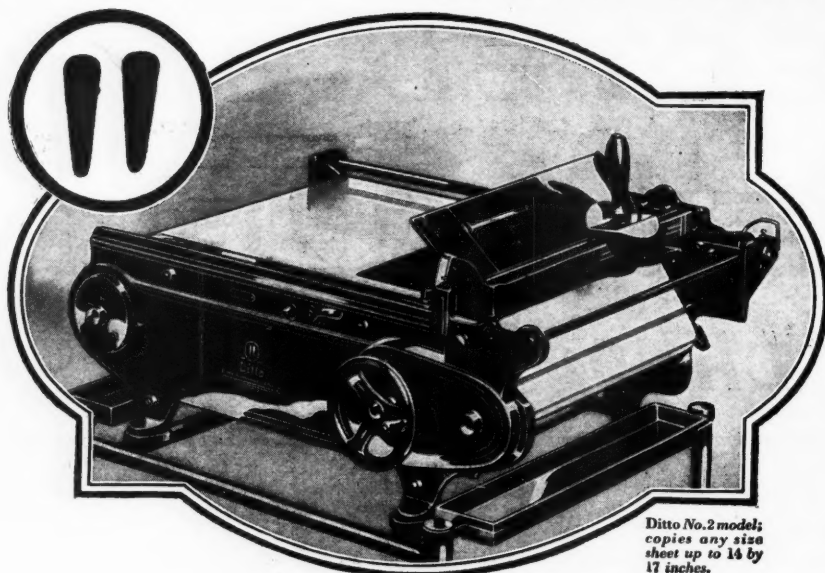
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Religion

in a ritual of doing good and in urging men to seek truth in all things.

The greatest need, as Dr. Stamm sees it, is the ability to arouse in the human heart a sense of sin which makes an experience of God a necessity. He translates the question of the old evangelists, "Are you saved?" into "What is your religious experience?" or "Have you got religion?" And he quotes from Dr. L. P. Jack's "Religious Perplexities":

"There is a Power somewhere in the height above or in the depth below, waiting to back me up. That Power, if I find it, shall be my God." Joan of Arc and Captain Scott, the Antarctic explorer, found this power.

In an emphasis on true religious experience Protestantism will find the strength to "risk itself against a paganized civilization." It may face a vanishing membership, Dr. Stamm avers, but it will have a new reason for its existence.

Italy's Evangelical Waldensians

IN THE VALLEYS of Italian Piedmont there dwells an historic Protestant sect called *Waldenses*, or *Vaudois*, whose story begins long before the Reformation. The Waldensians were the most evangelical of the many heretical congregations of the Middle Ages. Composed of simple peasantry, in the sixteenth century they were swept into the great triumphal wave of Luther. Fought by the Popes of the past, these stalwarts have frequently been harried and persecuted, but never intimidated.

The denomination, to which perhaps 20,000 Italians belong today, is still very much alive and proud of its activities. The Rev. Paolo Bosio, pastor of the Cornelius Baker Memorial Church in Rome, recently outlined some of these at the annual meeting of the American Waldensian Aid Society in the Broadway Tabernacle, New York City.

The Waldensian Church, according to the pastor, has been busy spreading its Gospel throughout Italy in the past twenty years. And although the Roman Catholic Church has gained strength since the War, it has also become more tolerant in sanctioning the reading of the New Testament—taking a different attitude toward the dissemination of Biblical lore, perhaps through competition from this rival sect.

While by far the greatest number of Dr. Bosio's coreligionists are still to be found in northern Italy, many Waldensians are included among the Italians of Sicily, the United States, Uruguay, and the Argentine—where they are universally esteemed as progressive citizens.



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By Way of Rosenfeld

A NEW BOOK of Paul Rosenfeld is, or should be, a major event in the world of music. America has produced but two music critics whose opinions outlast their moment—Huneker and Rosenfeld, who resemble each other in no other respect.

Paul Rosenfeld is concerned almost exclusively with the movements of our own time. You will find in him no appreciations of Beethoven or hosannas to Bach. Estimates of contemporaries in art are proverbially slippery and dangerous. One must revise one's opinions with each passing year. This Rosenfeld does, and yet when one re-reads what Rosenfeld had to say last year or the year before, one does not feel that criticism is the most hopeless of human activities, as a reading of the cast-off opinions of others might indicate.

In a certain sense Rosenfeld is not concerned with contemporaries, but with those to come. The men he discusses in his latest volume, "By Way of Art" (Coward-McCann), will become generally known in Christmas week of 1936, or thereabouts. The men he discussed in his last collection of music papers, "Musical Chronicle" (1923), are just becoming common property.

Further comparison of the two books brings out an interesting contrast. In the first his eye surveys the world. In the new book his interest seems more closely confined to the native scene. In "By Way of Art" there is faintly discernible the pre-embryonic stage of a sense of humor. In the earlier books an intense, burning Semitic seriousness is unrelieved. Humor is the great universalizer. An interest in the national scene also has its universalizing effects. The result is that the priggish esthetic snobishness that has too often marred Rosenfeld's pages before appears seldom in "By Way of Art."

A good slice of the book is given over to a series of short papers grouped under the general heading "Thanks to the International Guild." What this organization was is best told in the author's own words:

"Edgar Varese and Carlos Salzedo, operating under the name, The International Composers' Guild, maintained a hatchery for musical bacilli where in glass boxes new combinations and voices, esthetics

and world-feelings germinated. Twice or thrice a year doctor and assistant doctor went about their secret forcing-house examining the queer little growths and culling those apparently possessing the power of life. Then a concert was arranged, and the small experiments let into the world.

"During some five years, 1922-1927,



PAUL ROSENFELD

these genial musicians made their periodic deliveries of musical germs; and so infectious were certain cultures that today we dwell among horizons of art, hence of the world, thrust back by them. . . . To review the experiences for which we have to thank the association of Varese and Salzedo is therefore not only to appreciate a number of the more significant compositions and composers discovered during the last years, and to define the main lines of musical advance. It is also to make the growth in taste, elevatory to planes of subtler, wider understanding more positive and our own."

Rosenfeld then proceeds to discussion of the men and the work introduced by the International Guild. Five of the fifteen papers are concerned with Stravinsky. Every musical book Rosenfeld has written is exercised over Stravinsky, because he is a man who changes his style, and apparently his point of view, as easily as his shirt, and can convince in each

new manifestation. This is disconcerting to the critical mind that would have solid assurances of permanence. "Igor, tu n'est qu'un villain!" cries Rosenfeld. He reviews Stravinsky's various phases, particularly the last, the neo-classical one, and goes on to a brilliant discussion of Paul Hindemith, the great exponent of new currents in Germany.

Brutal, ironic, noisy music, born of post-war disillusion in defeated Germany, comprised Hindemith's first accomplishments. Now he is to be placed among the composers releasing their energies along strictly classical lines. For this Rosenfeld has an explanation:

"Like the universal fascination with machinery, . . . the jazz age was merely a stage in the ascension from a life of feeling long dead and rotten, toward a new relation with objective nature and the world-whole. Artists had been hard because they were so unsure within. Now . . . the new feeling, relatively detached, disabused, serene, and concerned with formal relationships. In Hindemith, the expression of this new unity was simultaneous with archaism. The junction was not at all unnatural. The characteristic rhythms of the eighteenth century, so spry, robust, and precise, carry the suggestion of a kind of detached, mechanic movement removed from the personal and the grandiose, and still not incompatible with human feeling, with comedy as distinguished from tendency-wit, and with ethical values."

The Bloch concerto grosso calls out a leading sentence to remember—"Softly thunderous strings and brass uttered a day shod with bronze." In the movements that "march, and thrust from within" the critic feels "all genuine simple things . . . and serenity floated high over all personal 'I,' prestige and failure. . . . Here, in the desert of the recent, was earth to stand on, a house to repose in, a loaf to eat."

Schönberg and Varese, the "troubling presences" of modern music, are considered. The Schönberg notes say little that is new. Rosenfeld has written himself out on the subject. His paper on Schönberg in "Musical Chronicle" is the best written about this Austrian Antichrist, and there is nothing new to add.

Rudhyar the mystic, Cowell the experimenter in sonorities, Ruggles the New

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Music

England Yankee, Szymanowski, Buhlig the pianist, who "integrates" modern tendencies, and last of all, Florence Mills, the blues singer, receive their due of analysis and understanding.

There are papers on literature, and then we come to the blemish of the book, and the blemish of Rosenfeld. The paper is called "The City: With a Glance at Honegger." Rosenfeld has been in the country. He comes into the city and it is hot, close, sweaty. He hears "King David," and "King David" makes a hit. Forthwith he writes a glorious roast of all Honegger. He is too much the snob, this Rosenfeld. If "King David" had fallen flat, his tune would have been otherwise. Democracy is beautiful filtered through Varese or Stravinsky. Close up, the crowd and the things the crowd likes cause him to turn away. Tchaikowsky, Dvorak, Puccini call out his vitriol and his bubbling lava.

Other papers deal with Copland, Chavez, and De Falla, whom Rosenfeld chooses to call "da Falla." I have no space for these, but should like to conclude with a line or two from a beautiful paper called "Turning to America: The Corn Dance."

Rosenfeld crosses Kansas, and sees the corn dance at a New Mexico pueblo. The immensity of America awes him. The sense of limitless time and space that Sandburg has put in a hundred poems comes to Rosenfeld in philosophic lingo. This is the place of endless being, not of becoming. A mysterious half question takes hold of Rosenfeld. Misty spirits distilled from American soil diffuse in his thoughts. In New Mexico he repeats, "The most American place," knowing nothing precisely through the words and yet finding expression in them. Vaguely, uncertainly, a concept born of the stark drought, made to assemble a sprawling geographical dimension and a formless human throng in a single shape. But where it lay and what it was, I could not ascertain."

What the thing was that Rosenfeld felt can be expressed in paraphrasing a line of James Oppenheim—"A herd spirit, deepening to a folk soul." The American folk soul in the making is beginning to take its due from this master of the pungent word and flashing phrase. It is a consummation devoutly to be wished.

Wireless with Wires

A STARTLING NEW development in broadcasting, making use of electric light wires instead of wireless waves, is discussed by Quaintance Eaton in the *Musical Digest*:

"Imagine a web spun of millions of wires, with its nerve center in a huge

building, from which the impulses of sound travel out over their filament channels to the furthestmost ends of the country. The center of all this activity will be a master studio, which will house the entire program system. By long distance telephone, messages will leap instantaneously to the various smaller units, which are to be electric light companies in all parts of the nation; from there to be sent on to listeners by electric light wires.

The advantages of the new system, which will not be available for another year, are thus set forth by Mr. Eaton:

"For the interest of the radio fan, who has had his programs not unmixed with weird howls, ear-shattering blasts and sundry other noises, wired radio is destined to deliver its message, unadulterated by static. Wise persons also claim that summer reception will be as perfect as winter, since weather conditions will have no effect on either the long distance telephone wires over which the initial broadcast will be sent, or the light wires which will convey the programs from local utility companies to the individual. Another bugbear, especially to the city dweller—that of the interference caused by steel frame buildings, will be banished.

"Such magical promises cannot fail to arrest the attention of the seeker after radio perfection. Add to this the fact that equipment will be rented at a nominal sum from the utility company, and that these sets will be usable wherever there is an electric light outlet and you have a scheme which seems water-tight in its practicability and potentialities for radio enjoyment."

Our Most Musical City

LA PORTE, INDIANA, is the most musical community in the United States, according to the *Musical Courier*, which obtains its information from the New York *Evening Post*:

"For the title of most musical city in the United States a nationwide survey conducted by George Engles, concert manager, points unmistakably to La Porte, Ind. Nine per cent. of its population of 15,128 attend concerts regularly. In New York less than 1 per cent., not more than 50,000 of the city's 6,000,000, take advantage of a wealth of musical opportunities unequalled anywhere in the world. It is, in fact, the small cities rather than the large ones which take the lead in supporting good music throughout the country. Chicago is no better than New York, despite its operas and its orchestras.

"Second to La Porte comes Newark, Ohio, with 6 per cent. of its people attending concerts. Averages of 5 per cent. or better are shown by Portsmouth,

Music

Ohio; Kenosha, Wis., and Aurora, Ill. Only through the musical interest of such communities is the national quota of concert goers as high as it is—4 per cent. of the population.

"The civic concert plan, originated by Dema Harshbarger of Chicago, is operating in 143 cities with the coöperation of mayors and civic bodies. Born in the provinces of the Middle West, it is spreading to the cultured East. One of the factors which are aiding the work of concert managers and organizers of civic concerts is the radio. How large a part it plays or may play in the future in developing a national taste for good music it is impossible to say, but it is perhaps in this field more than in any other that the radio performs its greatest service. It not merely brings music to the home but it develops a taste for music which can be thoroughly satisfied only in the concert hall or at the opera."

Goldberg's Savoyards

IF YOU WISH a more delightful evening than can be obtained from Isaac Goldberg's "The Story of Gilbert and Sullivan" the only thing you can do is to see a good performance of *The Mikado*. Goldberg, as he reveals himself in his writing, is the expansive, intelligent, alive modern man; humorous, but not smart, clear in choice of word, but not given to stylistic tricks, analytical, but having no desire to bait the Victorians.

The early lives of Gilbert and Sullivan are told in alternating chapters. The period of their collaboration is fully presented, and the plot and history of each of the operas also.

Goldberg makes us see, as others have not, how each of the team needed the other to rise to full height as an artist. And yet, Sullivan, the born maker of music, the favorite of royalty and officialdom, the man no one could dislike, needed Gilbert, the unsuccessful, down-at-the-heel lawyer, the penny-a-line scribbler of funny verses, more than the rhymester needed the musician. The success of Sullivan is clear. Had there been no Savoy operas there would have been no Sullivan. A particular button in his brain had to be touched, and Gilbert alone was capable of pushing that button.

The success of Gilbert is not so clear. His, I suspect, was an unfathomable mind. Sullivan was a master artisan. Gilbert was a genius. Not all genius is beyond analysis, but Gilbert's so far has eluded it. Goldberg is no more successful than others. His pages on Gilbert's career are distinguished; his pages on Gilbert's art are his only failure.

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The White Collar Goes Abroad

IN APRIL, America's fancy turns to Europe. Warm sunshine thaws our veins. Friends tell of last year's wanderings among the cathedrals and chateaux of France, of a walk through the Black Forest, or of flying high over the English Channel. The wanderlust begins to stir. There grows a determination that this summer's holiday shall bring a trip abroad, if only for a month. Soon the transatlantic parade has started.

Parade it is. Some 503,900 persons made the eastward crossing of the Atlantic last year, and of this number, approximately 300,000 were Americans traveling purely for pleasure. Nor were these travelers confined to that largess-dispensing class responsible for the European notion that all Americans are rich. College students, professors, teachers, writers, farmers, salesmen, ministers—these now take vacations in Europe. And the reason is: tourist third.

Free-born Americans, though able to endure the hardships incidental to hewing an empire from a wilderness, traditionally demand the best in position and quality. The caste system aboard ship, of European origin, has always been distasteful to Americans. It was necessary when immigrants formed the major share of passenger lists. The average American, unable to afford a first-class passage which was high-priced because luxurious, preferred to remain at home.

But since the quota law of 1921 restricted immigrant traffic to a dribble, an important change has taken place. The steerage, completely renovated, no longer crowded to capacity, given over to those who feel it is better to travel cheaply than not at all, has found a bull market. The popularity of tourist third has destroyed the caste system aboard ships.

This new way of going abroad, initiated in 1924 as an economy which

it was hoped would in some measure make up the losses in immigrant traffic, has become popular because it represents the real America. Ways and means are no longer the primary consideration. This section of the ship seems to enjoy its trip the most. Social barriers fall before the informality of a holiday mood and no stigma of indignity today attaches to this mode of travel. Thus has the curse of the steerage been lived down in four short years.

Immigrant traffic once gave steamship lines one-third their revenue—a year-round volume business with a high margin of profit. Seasonal traffic in other passengers yielded another third, the remainder being derived from freight. Even the drastic income shrinkage which followed the immigration quota law of 1924 did not cause transportation experts to give enthusiastic welcome to a

young man's idea that a cleaned-up steerage would be popular with college students.

The skeptical tryout of this "visionary" scheme is related by Margaret Norris in *The Country Gentleman*. A few hundred stout-hearted college students, she says, sailed the summer of 1924 in the brightened steerages, sugar-coated with the names "college-cabin" and "student third." In 1925, some 27,800 crossed in the low-cost accommodations; in 1926, about 55,900 went white-collar steerage; in 1927, 92,700, and in 1928, about 105,500 traveled the standardized tourist third.

The immigrant once crossed the Atlantic for as little as \$30, but the steamship lines crowded him like livestock, and gave him as little as possible in return. The minimum tourist third rate in 1928 was \$185 round trip, a trifle less than the cheapest first-class one way. The fact that tourist third is today the vogue in summer travel bespeaks the quality of present accommodations. Still, it is not luxury that one looks for on the tourist third deck, but for the Bohemian camaraderie of its adventurers. Naturally tourist third has the youngest average age.

"Granted we have a month's holiday, the wanderlust in our heart, but only \$350 or \$400 in pocket; dare we venture Europe on this sum?" asks Miss Norris. A budget which does not include railway fare to port of embarkation lists these expenses: \$195, tourist third round-trip ticket to Paris or London; \$5 U. S. revenue tax; \$10, passport; \$20, shipboard tips and incidentals; \$10, each, visa fees, England and France (or \$1 English visa in transit, good one week; or \$4 landing tax in France and twenty cents in transit visa if landing or embarking at French port.) Thus fixed charges total about \$250, leaving \$100 to \$150 for a fortnight in Europe.



By Darling, in *The Register*, Des Moines

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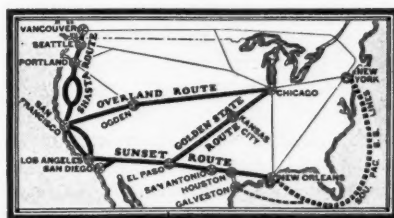
FIFTEEN miles west of Ogden you actually "go to sea by rail"—over Southern Pacific's famous "cut-off" across the mighty Great Salt Lake.

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Near Promontory Point, where your Overland first reaches the western side of Great Salt Lake, frontier history has been made. Here, on May 10, 1869, the eastward—and westward—pushing lines of America's first transcontinental railroad met and linked the nation with a golden spike. That forever ended the day of the "covered wagon." The work

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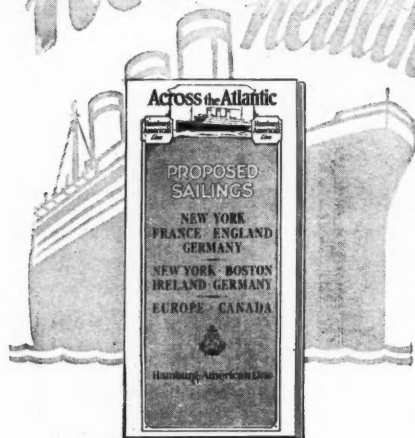
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In the summer rush when the famous resorts are crowded, prices naturally are governed by the law of supply and demand. A bath is a luxury on the Continent, and most Americans content themselves with running water in their rooms. When not travelling, \$2 a day for food is an ample allowance on the Continent.

European railways, as most Americans are aware, have three classes. The thrifty native travels third class and, especially on short trips, the thrifty tourist may do likewise. The plain wood benches of third-class compartments cost \$2.85 from Paris to Brussels, for example. Second-class is \$4.25 and first-class is \$9.50, and the difference between the two lies largely in the elegance of upholstery and a lace doily on the headrest. To fly costs approximately twice as much as first-class railway fare. A London to Paris flight costs \$26.50, while the train and boat fare from Dover to Calais, first-class, is \$13.25, and second-class, \$8.24.

If one would travel fast and far, he may save time by joining a party tour, suggests Miss Norris, thus saving the confusion of money-changing, of looking up train schedules and hotel accommodations. Such "follow-the-leader" tours are usually well-conducted. They range from \$400 to \$4,000 and the cheaper ones often save money for the tourist, especially on his first trip.

Winter season ocean traffic is about 10 per cent. less in all classes and better accommodations are obtainable. This is also true of European tourist centers except for Mediterranean ports, where the rush season is from January until June. Tourist third has been perfected and has brought Europe within purse-range of millions of Americans. Its deserved popularity leads transportation experts to predict one-class ships within the near future (with the exception of the largest liners) either all first-class or all tourist third. Several democratic, all third-class boats, charging tourist rates, are now operating the year round.

So another supposedly inflexible institution—the caste system at sea—goes down before democratic ideals.

Travel and Adventure

Tahiti, Land of the Blest

SOMETHING ABOUT the South Sea Islands has a peculiar attraction for the traveler, whether of the active or the armchair variety. Tahiti, it goes without saying, exercises this fascination more strongly than the others. For those sensitive to its lure C. C. Campbell writes in the *Mid-Pacific*. He takes his readers on a ride about the island:

"On every side, in valley or on mountain, one sees nature's beauties. The many varieties of hibiscus, with its petals of gold, seem to speak glad tidings, while the sweet-smelling orange gives of its perfume as we pass them by. The babbling brook with its sparkling water, lined with ferns and beautiful foliage, seems to laugh and speak its welcome."

The road takes us past natives going about their work, past beautiful bougainvillia vines, and native huts built of bamboo and braided coconut leaf. It runs by famous old houses, and finally leads to hotels known for their wines and excellent cooking of foreign and native dishes.

Tahiti has, in recent years, acquired modern improvements. It now has electric light, adequate wharves, paved streets, auto buses and trucks, bridges, roads, hotels, and wireless. To Mr. Campbell these recent changes have not spoiled the island, but add the attraction of modern facilities to its natural beauty.

Tahiti was first discovered by a Spaniard in 1606, but no white man was there when, in 1758, Captain Cook paid his first visit. Its natives are intelligent and friendly. Mr. Campbell reports that "the Tahitian is as a rule a husky, well-built man, capable of carrying a load that would stagger a mule, while the Tahitian woman is usually proud of her well-developed bust and calves."

The food they eat he describes as tasty, listing poi umera, uru, mei' a ufi, and Taioro. The first is a kind of pudding, usually made by "mashing up very ripe bananas with the hands in a large wooden bowl. Coconut milk is added to it while it is being mashed, and when well mashed up, enough starch, called pia, is added to give it the right consistency. It is then done up nicely in large clean leaves, and placed in the oven, and allowed to remain for two hours or more if desired." Umera Mr. Campbell translates as sweet potatoes, while uru is a kind of breadfruit and mei 'a means bananas.

Mr. Campbell wonders if the man who invented the fireless cooker had not previously come in contact with the Tahitian method of cooking. Porous rocks are

Continued on page 151



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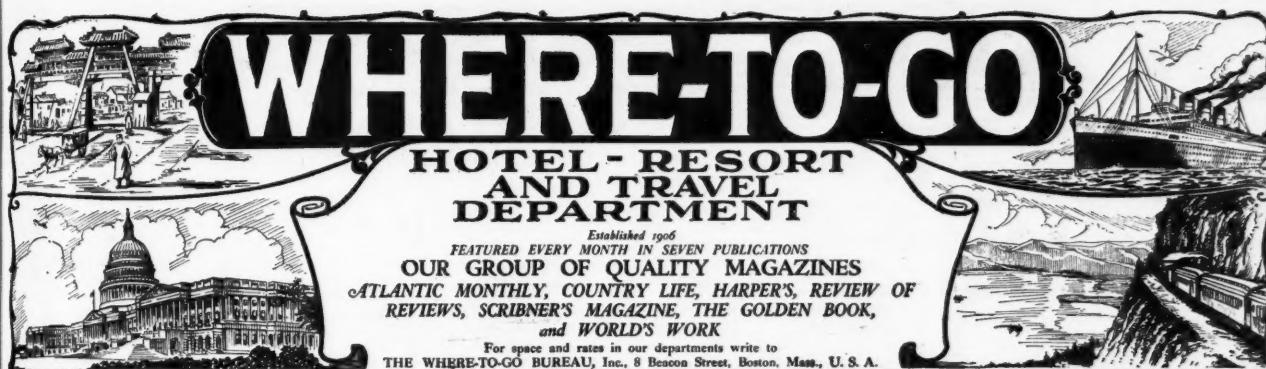
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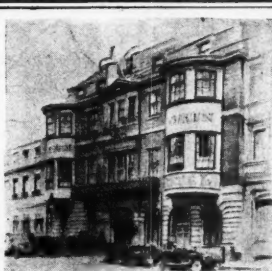
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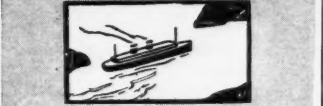
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Travel and Adventure



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RIDING THE SURF—HAWAII'S SPORT OF SPORTS

Continued from page 146

heated on a wood fire, and when the fire has gone out large green leaves are laid on the hot stones. On these the cook puts the food, and wraps it up in more leaves. "It is then covered with a large piece of burlap, which is in turn covered with about three inches of earth, which causes all the heat and steam to be retained in the oven, thus imparting a delicious flavor to the food."

Apparently fearing that his description will not satisfy the prospective visitor, Mr. Campbell concludes:

"With pleasure the writer of this article will give further information concerning Tahiti to anyone desiring it. Please enclose a five-cent stamp for reply."

Riding Waikiki's White Horses

STROLL ALONG, in your mind's eye, through a maze of flamboyant hibiscus, plumed coco-palm, and purple bougainvillea, to that famous arc of sand known as Waikiki Beach. Picture the harbor of Honolulu. At its southern end looms Diamond Head, America's own Gibraltar. Long lines of gleaming surf march relentlessly landward—offering a challenge and a thrill without parallel.

"Surf riding as it is done at Waikiki," says Donald Gillies in the *Sportsman*, "is not generally understood. Everyone knows that the riders mount on boards without the aid of rope or strap and are projected shoreward by the force of gravity—sliding down the slope of rising water. There is surfing of this kind done at Sydney and elsewhere, but from all

that I can learn, nowhere under such conditions as prevail at Waikiki.

"Several factors combine to give Waikiki its preëminence—the . . . sheer reef by arresting the landward surge of deep water, establishes the wave; the gradual shoal imparts regularity to it; at certain seasons the offshore Koolau wind stiffens it and retards its collapse. These factors insure long combers that rise at irregular intervals and run for unusual distances without collapsing. When they do collapse it is usually with a degree of regularity behind the running curl."

The boards used are of light, straight-grained, resilient wood. That used by Mr. Gillies was ten feet long, twenty-four inches wide at the beam, sixteen inches at the stern, its thickness tapering from three and one-half to two inches. It weighed seventy pounds. As a novice he learned to run down the beach and, flinging himself on the board, scud through the tumbling shallow water near shore and swim out to a point of vantage.

"Lie on your board," was a friend's advice, "holding onto the sides, but not too far forward. If there is too much weight forward, the nose of the board will catch the water and the force of the wave will drive it down. If, when riding, you think that that is about to happen, slip back a little on the board. But not too far back or you'd sink by the stern. Think of the board as sliding down an incline that will crumble unless the weight on it is evenly distributed. . . . If you find you don't slide straight, use your feet as a rudder." . . .

"There are several surfs at Waikiki and each has peculiar characteristics," explains Mr. Gillies. "Near shore in shallow water are the Malihini and Cornu



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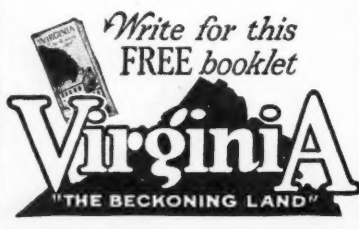
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Copia surfs [where beginners learn]; farther out Canoe and Queens surfs. Canoe Surf is remarkable for its long, regular waves, Queens for its speed. Cunha Surf, Popular Surf, First Break and distant Castle surfs run but a few times each year and are notable for the size of their combers."

Even in January, the temperature of the water is never colder than 73 degrees. As the novice becomes more proficient the challenge of the speedier surfs is taken up. Paddling out, one must dive through many big waves to reach the quieter water of the surfing place. A dark line appears under the horizon—the first of three waves. The riders turn their boards shoreward, letting the first wave pass. The second wave, considered the best for riding, looms behind and they paddle energetically before it. The screaming crest tosses a thirty-foot plume of spray where it is beginning to curl.

The riders quickly turn left, increasing the fury of their paddling. They are lifted up and up, and fly toward the left and the beach at a speed of nearly forty miles per hour. The wave seldom moves faster than fifteen miles per hour, yet a skilful rider moving obliquely on the wave will travel perhaps 300 yards while the wave advances 100 yards. The wave is both a carrier and a whip.

An exalted moment for onlookers, as well as the swimmer, is the spectacle of a sun-bronzed god moving along the crest of a far-distant wave, now lost to view as it breaks, then glimpsed guiding his board at terrific speed across smooth water to catch another wave just gathering. He speeds on in the grip of a living power, luckily catching wave after wave until he is swept joyously ashore.

In summer the big surfs run. "With the end of heavy weather at sea and the rise of an offshore wind, there is joy at Waikiki," says Mr. Gillies, and "round Honolulu run the words 'big surf,' and early in the afternoon young men desert the offices." There is tradition in this inspiring conflict with the sea; this was the sport of kings, and the agile successors to Hawaii's vanished nobility ably demonstrate their claim that this is the sport of sports.

San Francisco's New Chinatown

LOO KERN entered the gaudy green, red, and yellow portals of the Shanghai Café on Grant Avenue, San Francisco. Something he displayed made the Chinese there, old and young, gather about him and chatter excitedly. He crossed the street to the Peking Bazaar, where Oriental merchants immediately deserted their

embroidered robes and toy pagodas to see what he had. Farther down the street, where pungent odors from Shing Chong and Co., butchers, advertised all kinds of meat from live rabbits and pigeons to dried frogs and meats already cooked, there was the same bustle when he came.

What Loo Kern had in his hand was a bit of paper—the first telephotogram of a Chinese message received over the wire in Chinatown. That message speaks for the new Chinatown that has arisen in San Francisco since the great fire of more than twenty years ago. In *Travel* Frank J. Taylor describes it.

"Old Chinatown came about more or less by accident," writes Mr. Taylor. "Old John Chinaman, he of the black satin pajamas and the pigtail cue, shipped across the Pacific in the 'sixties and 'seventies to build the railroads, to dig the leavings in the gold fields, to cook and wash and do the dirty work of the Californians. The sea captains dumped John and his pals ashore at the waterfront for so much a head, and they crowded for shelter in hovels on Grant Street, waiting for the labor bosses to sell them up the river as laborers.

"White men soon deserted Grant Street, which became the center of a bit of China. In time the settlement became a curiosity, and tourists were led, to the accompaniment of weird tales, through a series of winding, narrow hallways, through doors that were unbolted only after mysterious signals, and finally down a flight of rickety stairs into an evil-smelling room, where an aged Chinese obliged them with a thrill by smoking opium.

"Chinatown soon attracted thousands of American visitors seeking the bizarre and finding it at John Chinaman's door. John clipped off his cue, laid in a stock of Oriental wares, turned shopkeeper and rejoiced at the multitude which beat a path to his quarters."

Then came the fire, wiping out all. Since then the younger Chinese, American citizens, have rebuilt their city. They appreciated the glamor of narrow, colorful streets, and the visitor sees gilded cupolas, upturned roofs, gaily colored doorways; and he smells the mingled smells of an ancient race. But behind those Oriental fronts lie modern structures in which these modern Chinese live.

During the in-between hours of from five to seven in the evening the tourist Chinatown is submerged. Porters scurry here and there with trays of steaming food, in covered dishes, on their heads. Then, in the herb stores and other dim caverns of commerce, Chinese men gather over cups of tea, to talk. The merchant in the little cashier's box at the back clicks his abacus, the ancient adding machine of China, and writes his painstaking accounts.

Travel and Adventure

Soon the new Chinatown comes home. Chinese girls, "flappers in manner, spirit, and costume, stream home to Chinatown from places of employment throughout the city—tea-rooms, hotels, confectionery stores, and offices." No longer willing to remain home in seclusion, they have gone forth in the modern American manner to find work. And while the Chinese man will clean house, wash clothes, cook meals, the modern young woman prefers a less menial task, such as providing atmosphere in a tea-room or restaurant in her Oriental costume.

Where the old Chinese woman was bought for cash by her husband, forever severed from her family, and shut up in the home, the new is quite American. She is "a bobbed-haired flapper, so stunningly like her American sister that only the black almond eyes and ivory skin identify her. . . . She is an American citizen, can earn her own living, and insists upon selecting her own husband."

Some of those husbands are wealthy. These tiny shops often take in large incomes. Chinatown supports two operas, several class A apartment houses with elevators, and even a number of fine country houses across the Bay. Children from these and the lesser homes go to American schools, learn the same language, arithmetic, and history as their American contemporaries, and appear in the khaki uniform of the boy scout. At night, however, many of them go to Chinese schools, there to learn the ancient learning of China.

Chinatown is governed by the Six Companies, whose elders meet periodically in the Six Companies' temple, arranged inside like a colorful Chinese court. Here the wise men settle disputes between inhabitants of Chinatown, and somehow, in a way unknown to the white man, their judgments are enforced to the letter.

Seventeen thousand Chinese live in these fourteen square blocks in the heart of the city, close by the financial district. Six daily newspapers they have, and a telephone exchange where the 2500 subscribers are asked for by name instead of number. Never a uniformed policeman from that other city outside intrudes, unless there should be a tong war. But behind the gaudy awnings, the bright lights, the red and green balconies, and the pagoda-like roofs that line the streets, lives the new Chinatown.

Some there are who fear that the new will drive out the old, and that Chinatown will disappear. To them Mr. Taylor offers the comment of a Chinese merchant:

"Don't worry your head. Chinese merchants never change stores. May change upstairs where the family lives. But Chinese too good business man to change Chinatown much. Chinatown always be what visitors like so much."

YOU have seen pictures of Seville...dull, dead things without the magic of life and blood. You have dreamed of going perhaps...but **HAVE** you been? + + + Mother Spain is holding the Ibero-American Exposition at Seville and bids all to come and see...to wonder at the arts, science and achievements, of not only her own domain, but those of all the Spanish Americas...Portugal, Brazil and the United States as well...2,400 acres in area. + + + Seville spreads out in a brilliant patchwork of palaces, markets and churches. A merry-eyed merchant shouts his wares. Food? Ah, fit for the Prophet in Paradise. You join a gay throng...you go hunting. The costumes and dresses make a pretty splash of color...and twinkling lights throw long shadows into the night. + + + There are bull fights, carnivals, festivals...unending in variety. You draw back in a shadowed doorway and watch it all...a life ever-changing...never still. You half shut your eyes and let the whole mad galaxy of color and mystery swim by. + + + Seville will give you **SUCH** a welcome. Full-est details from the American Express and principal tourist agencies.





Squash Comes of Age

WITHOUT BENEFIT of ballyhoo, squash tennis and squash racquets have become major winter sports in America. This is no mean achievement. For where there is no ballyhoo, there is no gallery worth mentioning, and therefore no "gate." There are no master minds to bombard the press with the doings of the squash champions. Concise reports of the matches and tournaments, mostly scores in small type, are printed in the newspapers, but no space is devoted to the diet and idiosyncrasies of the leading players. Neither of the squashes has had a scandal to bring it to the attention of the public.

Though unsung and even unknown to many thousands, squash has steadily increased its following. In New York City, business and professional men have been turning to squash tennis by the hundreds. In the last few years courts have been built all over the city, in university clubs, athletic clubs and in big office buildings. In the Whitehall Building, for instance, there is a court built by John D. Rockefeller, Jr., and used by the Whitehall Club. To these the business man may go for an hour or so in the middle or at the end of the day, for all the exercise he needs to keep fit.

As an index of the growth of popularity of squash tennis, Mr. Norman F. Torrance, Secretary of the National Squash Tennis Association and Chairman of the Ranking Committee, gave comparative figures on the number of players in association matches. There were 274 in the season of 1925-1926; 284 in 1926-1927; 329 in 1927-1928; and 465 this last season.

There was a corresponding increase, or perhaps a greater

gain, in players who do not go in for tournament play. New York and its suburbs, New Jersey, Omaha, Cincinnati, St. Louis, and the Pacific Coast are the scenes of national association play in squash tennis, which is less of a national pastime than squash racquets. The two are akin in the kind of court used, but the ball is less lively in squash racquets, and the "bat" has a longer handle and a smaller business end.

There is a whole set of reasons for the growing popularity of squash tennis. It is only moderately expensive; does not depend upon the vagaries of the weather, because it is played indoors in a four-walled court; is not difficult to learn if one is satisfied to be an ordinary duffer; and it is adapted to middle age as well as to youth.

The implements are a lively ball and a racquet somewhat smaller than a tennis racquet, and the usual costume is a gym suit. The game is swift and provides excellent training in coördinating the eye and the hand. Moreover, it is prescribed for keeping down the girth. This last is justification for any winter sport in our cities, where regular participation in outdoor winter sports involves much traveling.

The spectator at a squash tennis match

sees two players milling about in the center of a court about twenty by forty feet. They are trying to hit the ball so that it will strike the wall above the tell-tale line in such manner that its bounce will be out of reach of the opponent. The play results in frequent caroms on all four walls, not unlike those in pool and billiards. Part of the strategy of the game is to hold the center of the court without interfering with the opposing player. Squash racquets affords a similar spectacle—with fewer caroms, however, because the ball is less lively.

Squash is said to be older than its relative, tennis, but it is without a history or a literature. There are only a few rule books and still fewer hints to players. Even the encyclopedias barely notice its existence. Clearly, what squash needs is player-writers. But their efforts would be handicapped. A Tilden could easily increase the following; the danger would be in attracting a gallery for which there are not enough seats. With all four walls used for playing, it is difficult to find space for grandstands.

Squash tennis courts have been installed at the Westchester-Biltmore and Apawamis Clubs at Rye. The Harvard and Yale Clubs long have been leaders in the game and the other university clubs have taken it up gradually until now nearly all have courts. At the Crescent Club in Brooklyn and the City Athletic Club the Squash Tennis courts are said to be in greater demand now than the handball courts. There are four new courts at the New York Athletic Club, and several at the Park Avenue Squash Club and the Racquets and Tennis Club. The Short Hills (N. J.) Club has built them in its



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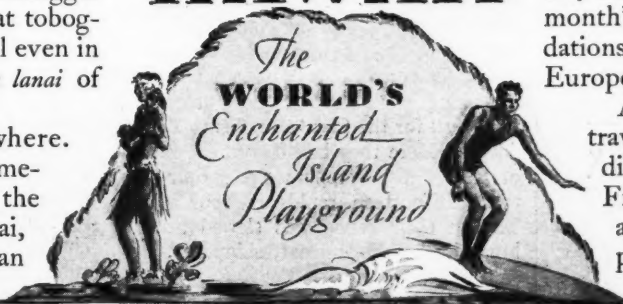
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Sport

new home. At all these clubs there is a professional to serve as instructor.

Squash racquets is primarily a college game. While the ball is not so fast as that in the squash tennis, the play is violent. Nevertheless, it has a great appeal for women players, and is exceedingly popular in England, where it has had royal and noble devotees. A pamphlet of a sporting goods dealer on developing form in squash racquets says, "Grasp the racquet as you would a hand mirror." Perhaps that explains why women are more proficient at this form of squash.

A striking indication of the boom in squash racquets was furnished in the statistics on the Harvard freshmen who signed up for winter sport activities last January. Squash racquets was the popular choice. Of the 900 first-year men who turned out for winter sports, 200 reported for squash racquets. Track, be it noted, was in second place with 106, and the widely heralded rowing and basketball shared third honors with 99 each.

3,000 Miles by Canoe

WITH THE DOUBLE OBJECT of paddling a sixteen-foot canoe from northwestern Canada to Mexico and of breaking the world's record for long distance canoe trips, Robert Copeman and John Nolan set out from Edmonton, Alberta.

"You guys is crazy," shouted a small boy as they pushed off down river.

Reading between the lines of Mr. Nolan's account of the trip, which now appears in *Forest and Stream*, one suspects that the two canoeists at times thought that boy right. But, though failing to reach Mexico, they did break the record. Their route lay down the North Saskatchewan to Winnipeg, up to the Minnesota, and down again to the Mississippi.

Barring sunburn and mosquitoes, all went well for the first 780 miles to Prince Albert. Here they had to run the rapids of Cole Falls, dropping eighty-four feet through fourteen rapids in four miles. Though their canoe was slewed around broadside to the current, shipping water as it did so, they made the passage. Once more all went well—for a while.

"I have been lost in tropical bush and on the slopes of a mountain range," writes Mr. Nolan, "but for real mental torture I would recommend the more adventurously inclined to sample the eerie feeling and the hopeless paralysis that grips on finding one is lost on a vast sheet of water."

This was what happened on Cedar Lake's 500 square miles of wind and wave. For four days they were lost on it, part of the time being held ashore on an island by the choppy water. Then on down the continuation of the Saskatchewan to the Grand Rapids. Here they covered their

little craft with an oiled splash sheet, and set forth once again:

"Into the maelstrom we plunged, where, deafened by the terrible noise and scared almost stiff, we set our course, gently angling the giant rollers which in places rose to more than twenty feet in height. At times we were perched on the tops of these giant waves with half of our canoe sticking up into the air. Then with a sickening swoop we would fall into the trough and mount another mighty roller that appeared about to engulf us. The roar was simply deafening, for the rapid runs between high rock walls covered with spruce and pine. Though water poured over us, our heavily oiled splash-sheet shed it as fast as it came over the side."

Five and a quarter miles of that, and they were in the smooth water of the Grand Rapids settlement, there to be told that no white man had ever shot the rapids before in a sixteen-foot canoe.

Dodging windsqualls, getting drenched to the skin, and bailing, they crossed Lake Winnipeg to the Red River. Two days up that brought them to Winnipeg, where they received a vociferous greeting, and signed their names in the civic autograph book that bears Col. Lindbergh's name.

For a month they bucked upstream. Then came eight miles overland to the Minnesota, here hardly more than a small creek, whose rocks constantly scraped and banged their little craft. But in the end they reached the Twin Cities.

As they paddled down the Minnesota and across Lake Pepin frosty days and frostier nights set in, but at last they reached the Mississippi. Paddling peacefully along the Wisconsin bank one day, they heard behind them the purr of a motor launch. At twenty-four knots it swirled by them, teetering their canoe over so that food, sleeping bags, and other gear went overside. Taken ashore, they spent the night, and awoke to find the ground covered with snow, and a heavy blizzard blowing. This decided them that the 3,450 miles they had covered were enough. The trip to Mexico was off.

"Not for ten thousand dollars," concludes Mr. Nolan, "would I undertake such a trip again."

Outdoors With the Sourdough

IN A THIRTY-FOOT poling boat loaded with a ton and a quarter of food and equipment, two Alaskan old-timers went prospecting. They journeyed from Fort Gibbon on the Yukon downstream to the mouth of the Novikaket, and up its winding course for more than 400 miles—all within the Arctic Circle. One of them, Harold L. Criger, tells their story in *Out-*

Sport

door Life. Vouched for by the editor as a picture of the actual life of the far northern prospector, hunter, and fisherman, the tale is told in the sourdough's own idiom.

One rainy morning, at the junction of the Big Mud and Novikaket rivers, Criger went fishing with a light steel rod, trout line, and spinner:

"I snagged a two-pound greyling the first time," he writes. "It looked like I was going to get skunked on the next cast as I was about to raise the spinner and cast again but I had a bad attack of heart failure.

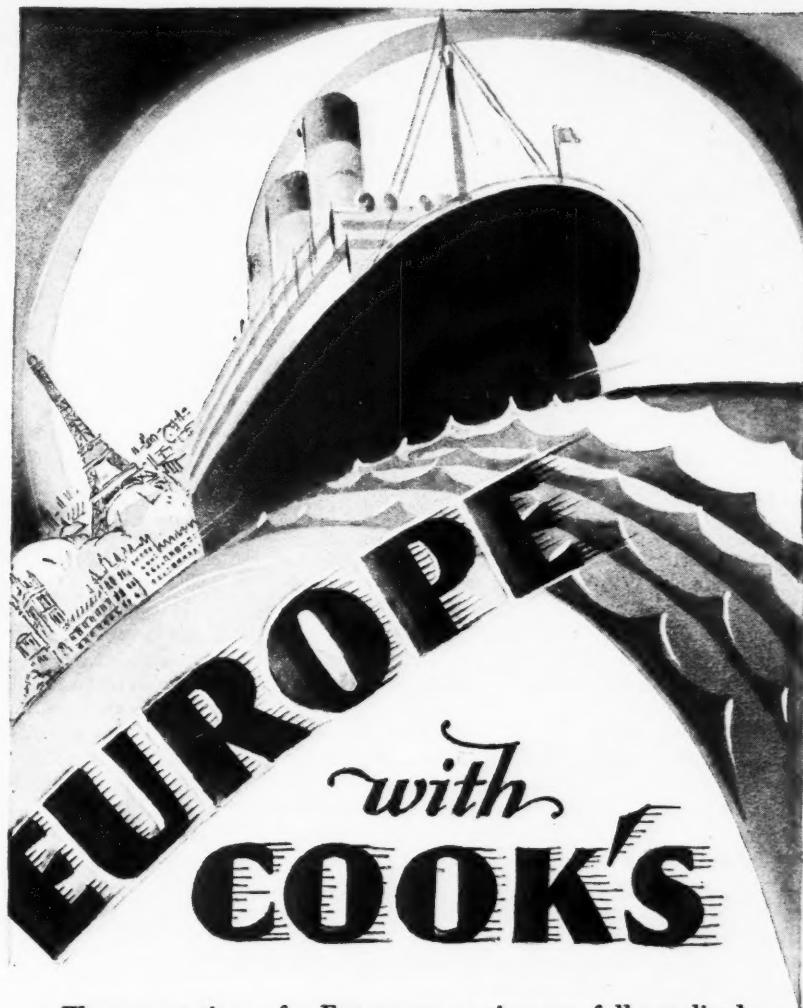
"A pike or musky (dunno which) with a front on him like a ten-ton Mack truck had followed the spinner nearly to shore and at the last moment decided it looked good enough to eat. If I hadn't been paralyzed with surprise I'd have jerked the spinner out as he was out of a trout rod's class a mile, but I was too late. He made a wild lunge, opened a mouth like a furnace door and closed it on that little innocent No. 2 spinner. I woke up, set hooks and he left for deep water in a cloud of spray. . . .

"Paddy, hearing the splash, poked his head out of the tent to see if I'd fell in the river, but seeing the rod bent nearly double he came running down. . . . The pike decided to live out of water about half the time for the next ten minutes. I played him up and down, back and forth and round and round for a full hour—and that tiny spinner still held! Twice he headed for a driftwood pile upstream and the way I treated that rod and line to turn him was a sin and a shame.

"I worked him close enough to shore several times to get a good look at him but he'd always make a wild run for deep water again. Each run began to get shorter and shorter and finally he came in belly up. I held the rod in one hand and slipped a leather glove on the other. I made a wild pass at his gills and staggered out on dry ground with him and Paddy gulped: 'My gawd, you got him!'"

Next day, as they poled around a bend in the river, Criger saw a cow moose feeding on moss in the river bed, in about three feet of water. It being fine weather, he took his camera and started to stalk her, crawling up wind on hands and knees under cover of the tall grass.

"I got a couple of snapshots of her at twenty-five feet and then when her head went under again I crawled right up to her," he writes. "I was on a cut bank about level with her back and figured I was safe, so I reached out and slapped her on the rump with my hat and let out a Comanche yell that put her in high gear from the first jump. Her head was under water when I hit her and she let out a strangled blat that spouted water like Old Faithful. She also broke all records for the standing high-jump."



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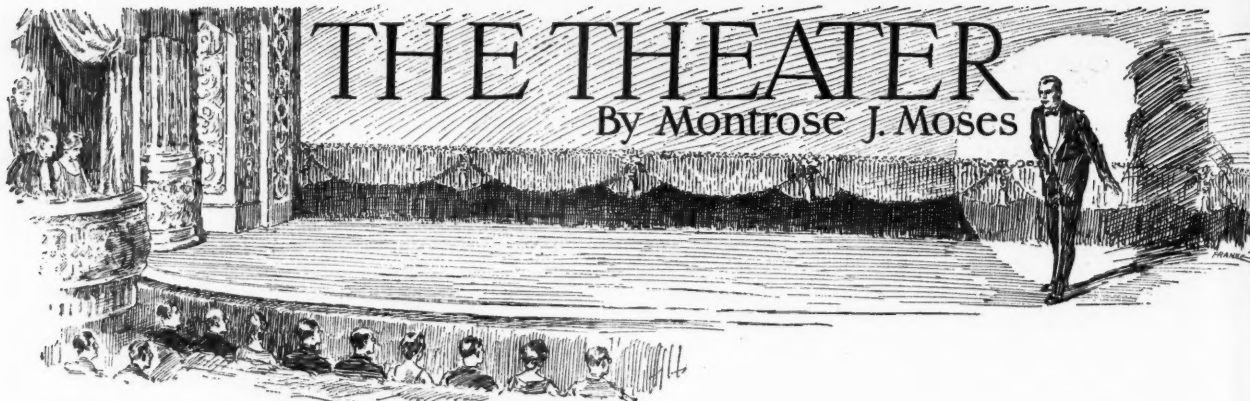
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Eugene O'Neill Searches for God

I AM NOT ONE GIVEN to a statistical appreciation of Mr. O'Neill. Yet it may be of significance to some that "Dynamo," just produced by The Theater Guild, is his thirty-second venture into playwriting, and his fifteenth long play. What is of more significance is that "Dynamo" is the first in a trilogy purporting to be man's search for a God to take the place of the ancient God destroyed by his scientific mind. Rather, after seeing "Dynamo," would I describe the attempt as revealing Mr. O'Neill's own distraught state of mind. The formal faith of his inheritance seems to be destroyed within him.

This is no new phase in Mr. O'Neill. After his disillusioning experiences at sea some dozen years ago, his eyes burned red before the injustice done the underdog. His bitterness, his darkened vision, his powerful anathema, all welled up in his playlets, and in his first long play, "Beyond the Horizon." Since then his canvas has widened, and the color of his hate has deepened, or rather intensified. We now witness a man who got himself in so deep in this hatred that it is difficult for him to escape, however much he might wish to penetrate into the mysteries of life rather than exorcise what he deems to be the narrow indecencies of Puritanism.

This struggle in O'Neill has done much to create an intense drama, if not a wholly enlightened one. Here at least has been an American playwright who, with a rhythmic fervor, has pled his case, and with a daring experimentalism has defied the conventional theater and opened new vistas of psychological treatment. These methods have not been new with him, they have just represented his daring use of discarded material, like the soliloquy, which the playhouse long ago relinquished as unreal. With a petulant daring, he has trod,

play in and play out, the road leading to the private thoughts of his characters, and these private thoughts have measured the real intentions of his themes.

Otherwise, one might, with some just claim, judge O'Neill as a melodramatist of outward violence, wherein death plays a part merely to hide the poverty of his conclusions. One can never accuse O'Neill of not possessing the will to think, but merely of not having the materials which one should have in order to think clearly.

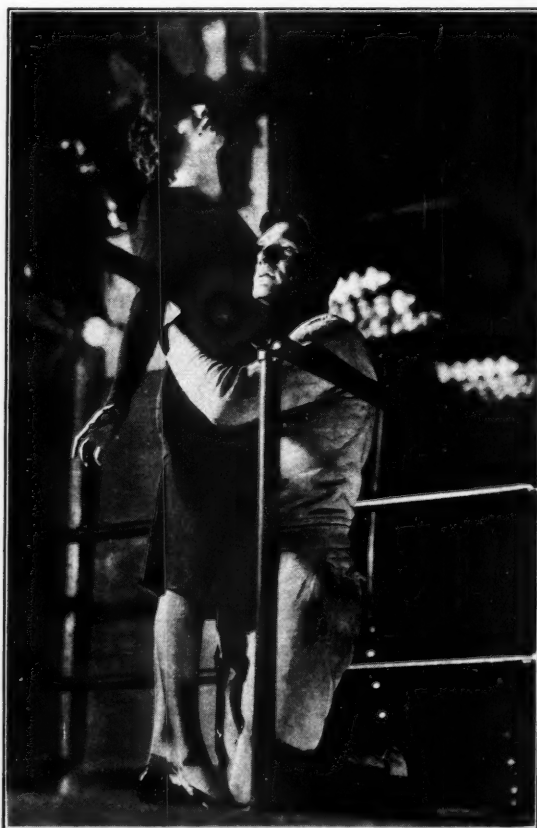
With the use of the mask in "The Great God Brown" and with the use of spoken subsidiary dialogue in "Strange Interlude," O'Neill has done something positive for the modern technical side of the theater. He seems satisfied that with

these two new conventions he has ample means of showing the struggle between the outward and the inward reactions of peoples. "Dynamo" makes use of the double dialogue; the dual dramas of what one says and what one thinks.

In other words, I wonder whether his greatest success until now has not lain in the pliable devices he adopts to obtain new effects. For I still contend that though there is a great sweep of poetic energy in Mr. O'Neill, he needs to clarify his own mind, in order not to befuddle the minds of his spectators. He floundered in "The Great God Brown," trembling on the verge of beautiful intimations. It may be that in his own sufferings he has had nothing of the patience of Job, and in his eager reach for wisdom he has none of the sage beauty of Emerson. I often suspect also that there lurks in O'Neill some of his reportorial love of doing the startling thing, and of saying the unutterable thing as a shock to the nerves of a dumb humanity.

"Dynamo" interests by reason of its novelty and timeliness. It holds because it throws, not a new light, but a further x-ray on O'Neill's state of mind. Religion today shouts from the pulpit that some spiritual control must be put upon science, else the machines we are inventing will eventually wreck our spiritual being. O'Neill, as bitter against the accepted religionist as he is against the New England which must have hurt his spirit in days gone by, raised up the Great God Dynamo as he did the Great God Brown, and tries to worship something which kills the body as readily as Puritanism has killed the spirit in the past.

The dogmatic God of the Puritan, what is he? questions O'Neill. And is the Dynamo a worthy substitute? Evidently, to judge by the disastrous denouement of the play, O'Neill's answer is No.



A SCENE FROM O'NEILL'S "DYNAMO"

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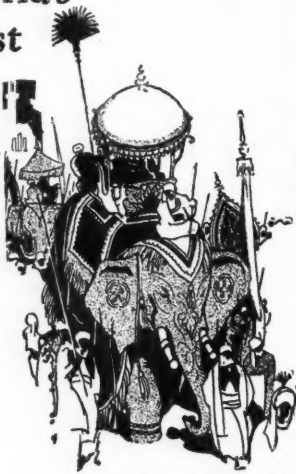
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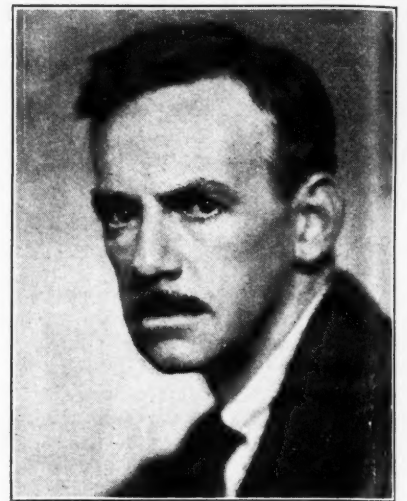
Here he is true to form, for his great shout, since the early days of his career, has been that the mechanical age is soulless.

In "Dynamo" his hero is son of a Puritan divine; on one side of the stage you see the skeleton two-storied house of this man of God. Across the way is the two-storied home of the heroine, daughter of an atheist. O'Neill shows you his line of struggle at the outset. You hear the heavy drone of pietism, the mad shout of red-hot unbelief. In one home you are given the deadening conventionalism of righteousness, with the heavy burden on youth which the son breaks when he runs away. In the other home, you are given the common stock of the workman, with his daughter torn between common ideas of class hatred and sex instincts that draw the boy to her.

O'Neill likes nothing better than to drag himself away from falsities and to leave himself floundering in a sea of problematic gropings. The boy's defection from his family kills his mother, breaks the spirit of his minister father. On his return home he gets a position in the hydro-electric plant, run by the atheist. Having deserted the God whom he has defied in the same spirit that Sinclair Lewis defied him from the pulpit out West some years ago, he turns to electricity as the driving force of the world, and the hope of the future. You get from O'Neill a smattering of pagan reactions. He sets up a Dynamo to worship, even as a savage sets up an idol, and he finds it wanting. In a mad frenzy he kills the girl he loves, amidst the whirring of motors, and he rushes to the Dynamo, which kills him by the very blind energy which it possesses.

Religion he still interprets as something outside himself. Yet one feels like uttering the warning that the Third Empire which Ibsen's Emperor and Galilean sought in belief and apostasy, which in childlike faith the children of Maeterlinck's fantasy sought in the Blue Bird, lies nearer home than any of us think. We have little sympathy for O'Neill's frantic young man, for the simple reason that he possessed no sensitiveness of soul, no control of himself which would make him search within himself. At least in "The Great God Brown" the notion was clearer. "Dynamo" seems to show revolt and destruction to cover a multitude of ill-digested exclamations uttered with vigor.

If we say, therefore, that "Dynamo" has no new story to tell, we are not denying that in many ways O'Neill tells it dynamically and with mad frenzy. The second piece in his trilogy may bring some order out of the chaos. Had the Guild performance not been so perfect as it was, Glen Anders and Dudley Digges



EUGENE O'NEILL

and Claudette Colbert realizing much of the character portrayal to a fine degree, "Dynamo" would not have gone across so well as it did.

I should imagine that it were best to judge it, after the other two pieces of the trilogy are seen. And that the other two are now ready we are led to expect from O'Neill's program declaration that after the trilogy comes a new drama, which in a strict sense is neither play nor novel. "There will be many plays in it and it will have greater scope than any novel I know of," he writes. "Its form will be altogether its own—a lineal descendant of 'Strange Interlude' in a way, but beside it 'Interlude' will seem like a shallow episode."

Does this mean that we will have to have breakfast, lunch and dinner served between the episodes? Surely if to do such theater stunts means to be challenging, O'Neill is our most challenging playwright. But I still feel that what is the matter with "Strange Interlude" is that it is a two-play story crammed into a few hours, where it might have been more effective as a four-act drama. Shall we say that O'Neill at present is showing hydro-electric energy, where he should be concerned more with wisdom?

Mr. Milne's Bit of Fluff

A COMEDY AS LIGHT as soufflé, with dashes of wit and charm in it, has added another play to A. A. Milne's growing list of stage productions. It is called "Meet the Prince," and is in the hands of Basil Sydney and Mary Ellis for interpretation. It is the merest tenuous thread of an idea, an imaginative frolic at a week-end party, in the Milne manner.

Mr. and Mrs. Nobody, of Hampstead,

The Theater

have found life incompatible and have separated, she to go as an imaginary widow of an Indian soldier, and he as an imaginary Prince Michael of a buffer state in the Balkan regions. Their separate ways thus assured, they again meet, after they have prospered as may be, and each, knowing the other's subterfuge, threatens to disclose the other's identity to those now gathered to meet the Prince and do him honor.

The danger that besets this dramatist is one of facility. His mind is attune to fun, and he'll stretch it to a thinness which three acts pull almost asunder. Yet an evening at "Meet the Prince" has this virtue, that it leaves a good taste in the mouth, even if it leaves little in the mind.

Mr. Ervine Tells Us What He Thinks

ST. JOHN ERVINE has not had an easy time since he came to New York as the visiting dramatic critic of the New York World. He has been regarded very much as a foreigner who wouldn't possibly be able to understand the American language, and as an insular theatergoer, who would think us just a little below the worst in London as regards our taste and our manners. Mr. Ervine has been an old friend of ours in the capacity of dramatist and novelist, and need not despair of the regard we have for him. But, since he has been attending our first nights, and showing toward us a certain condescension, we have become nettled and possibly shown our irritation too palpably.

In this country since September, 1928, Mr. Ervine has had opprobrium cast upon him. He gives a list of the motives imputed to him, and he details them in an



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The Theater

article of unusually vitriolic warmth, appearing in a recent number of the *Saturday Review of Literature*. Lugubriously, he calls his article "Exit, the Theater!"

We learn that when he turned to New York, he looked to Broadway for that center of gravity in the theater which he thought London had lost. He had been warned not to regard America in the light of the American plays imported into London theaters. We really were not, so he was told, a medley of people predominantly bootleggers, thugs, crooks and the like. Everything in America was of such roseate promise, as it pertained to the theater, that he expected to find everywhere a standard as high as that set by the Theatre Guild. For, before he sailed, Mr. Ervine said that he heard from the American visitor: "Our theater grows, and yours declines."

Heartily weary of the bad London showing, Mr. Ervine was all the more glad of an opportunity to come to New York. But the misfortune was that he found our Broadway and its adjacent side streets blatantly vulgar and mentally deficient.

He has been spending a goodly portion of his time telling us so—in the course of which, he declares, he has been subject to malignant abuse. He has been called an anti-Semite, he has been accused of being jealous of Eugene O'Neill, he has been scorned by one of the authors of "The Front Page," which drama he designates as "an extraordinary vulgar play, in which there are many brutally humorous lines, some coarse characterization, a brilliantly swift and well directed production and uncommonly fine acting" (a designation with which we cannot quarrel, however much we may prefer Mr. Ervine's "John Ferguson" to his critiques in *The World*).

About to terminate his visit to America, Mr. Ervine finds our theatrical symptoms quite the same as those that are destroying the drama in England. The class of theatergoer which assures the healthy life of a good play has been driven out by "the grossness or fatuity of the plays performed," to judge by those he has seen these past months. This is one of the disintegrating facts causing panic in the theater today. The really valuable public is sick of the "smarty-smutty plays." Mr. Ervine reviews the same economic and social ailments we have already noted in this department, and centers his hope on the Theatre Guild, which we are not uninclined to do ourselves.

It is not new conviction with him, however, that the theater will not be saved alone by an ordering of the finances. Mr. Ervine is inclined to think that we do not see the conditions he is merely repeating, not stating for the first time. I am glad he has been in America, though I am suspicious that maybe he still is as woefully unaware of the reform spirit in the the-

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The Theater

ater outside of Broadway as he was when he wrote his "The Organized Theatre: A Plea in Civics."

There are positive forces at work to save our theater before it exits. And it would be unfortunate if Mr. Ervine returned to London still a belated reviewer of the true state of the American theater. Mr. Zangwill once berated our plays and our players, and then confessed that he hadn't seen them during his stay here.

What is the matter with Mr. Ervine is that, being forced to live so continually in the atmosphere of Broadway, he has seen only that dull atmosphere against which the actual reformation has hurled itself. He should visit the semi-professional theaters in Pasadena, California, in Dallas, Texas, in New Orleans, Louisiana, and then ask himself: How can such effort be brought into the body of that professional theater which is still alive, and which he acknowledges he sees so excellently thriving in the Theatre Guild?

The Shavian Belief

SINCE SHAW has passed his seventieth year, he has been put in the category of old men. Some are interpreting him as though his days of originality were ended, as though his writing had come to "mind's end," and all he might do hereafter will only be a repetition, an intensification of what he has said and done before.

This attitude might be held with justification after reading his "The Intelligent Woman's Guide to Socialism and Capitalism," were it not for the fact, as Mr. St. John Ervine points out in the *Yale Review*, that Shaw has always had the delightful, surprising habit of giving the lie to such general statements about himself. "My mind is played out," he once declared, and then wrote "Saint Joan."

He toys still with the notion of a drama about Oliver Cromwell, about George Washington, about William the Third. Such constant activity indicates no imminent decrepitude in Shaw, says Mr. Ervine; he is as quick, as active, as alert as ever. But, after seventy, we are justified in claiming that one's mental creases, one's intellectual tendencies are well indicated.

In all he has written during his actual seventy-two years, Shaw has preached but one Gospel, "that God, or the Life Force, is an imperfect power striving to become perfect." He is not omniscient, omnipotent, because disease, the weakness of human institutions and human nature, prevent him from attaining his full empire. "Unable to reconcile the conception of a beneficent and omnipotent God with the continuance among his

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The Theater

creatures of every kind of suffering," writes Mr. Ervine, "Mr. Shaw is driven to the belief that God may be all-good but is not all-powerful."

The experiments God has made to attain this goal, the instruments by which he has worked—man is one of them—have often broken under his will; then they are scrapped for newer and better ones. Who knows but that man—at best an imperfect instrument—may yet have to be scrapped for a better type of partner.

"No fundamentalist is as certain as Mr. Shaw," Mr. Ervine records, "that sickness and suffering and misery and misfortune are the result of man's wickedness or, as he would prefer to put it, man's reluctance to help God to perfect himself." Hence, Shaw seems to warn man that his refusal to abet the Creator, his inability to overcome the weakness in himself, may yet be man's own undoing.

In Shaw's Socialism, Mr. Ervine sees "an attempt to clear up the untidiness of life, and to set man free from material activities which waste his spiritual growth." What have these energies to do with the mad scramble for the necessities of living, when all the spiritual inclinations of man should be freed for his own fulfillment? There is a great, unnecessary bother about existence, when the real thing that counts is to fathom the true purpose of existence. Mr. Ervine writes:

"It is because he believes that the mere impedimenta of life may be reduced or eliminated better by the organized community than by the unregulated and uncoordinated efforts of individuals that he calls himself a Socialist."

Drama Postscript

AT THE PRESENT WRITING, the plays that hold attention in New York are the following:

Ethel Barrymore in Sierra's "The Kingdom of God."

The Theatre Guild's productions of O'Neill's "Strange Interlude" and "Dynamo."

Charles Hopkins' production of A. A. Milne's "The Perfect Alibi."

Arthur Hopkins' production of Philip Barry's "Holiday."

Walter Hampden's production of Rostand's "Cyrano de Bergerac."

Basil Sydney and Mary Ellis in A. A. Milne's "Meet the Prince."

Jed Harris's production of Behrman's "Serena Blandish."

William A. Brady's production of Elmer Rice's "Street Scene."

David Belasco's production of Molnar's "Mima."



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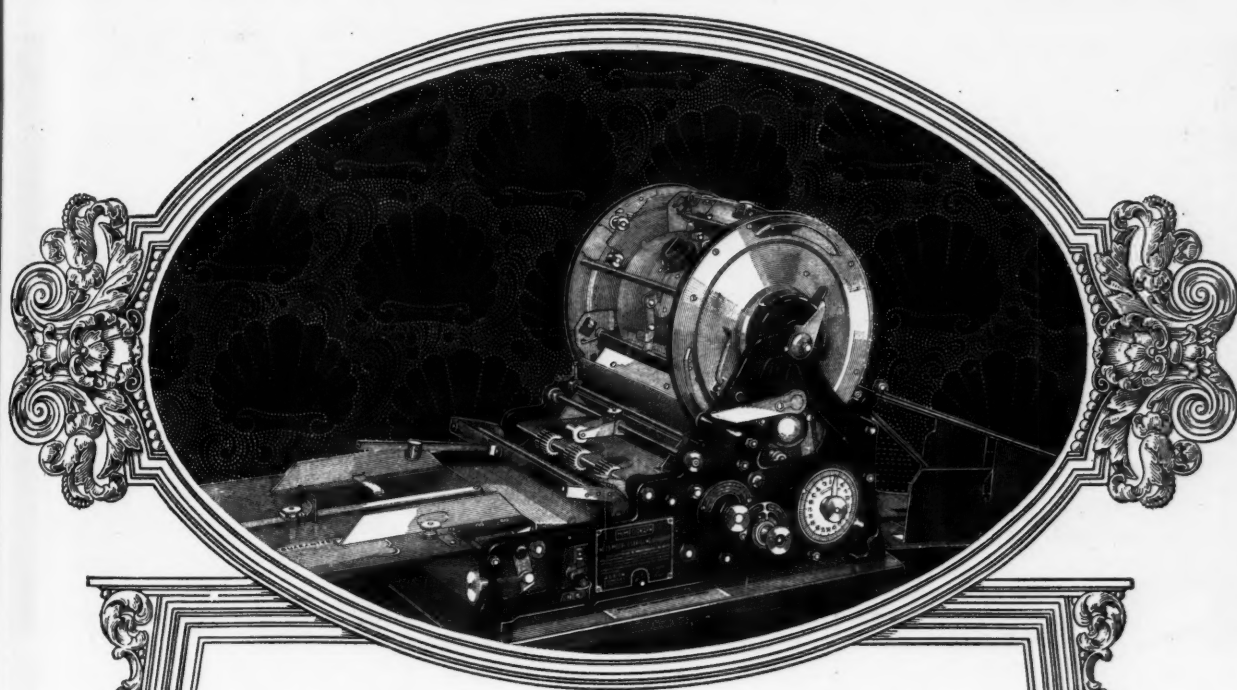
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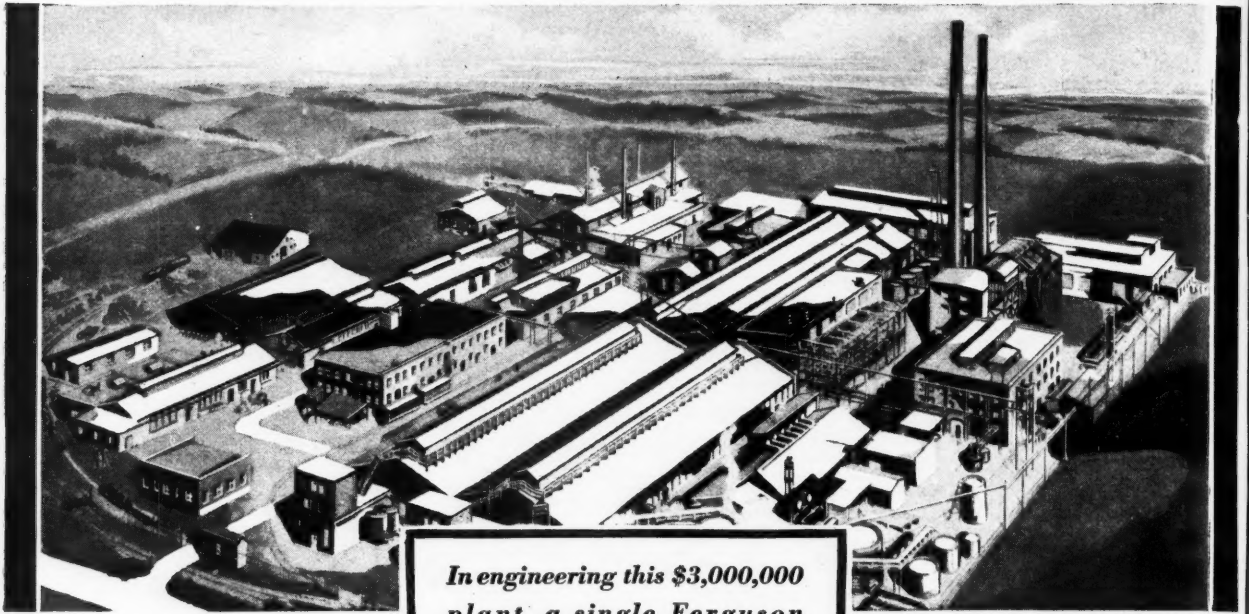


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The Review of Reviews

EDITED BY ALBERT SHAW

VOL. LXXIX

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Terms—Issued monthly, 35 cents a number, \$4.00 a year in advance in the United States and Canada. Two years \$6.00. Entered at New York Post Office as second-class matter under Act of March 3, 1879. Entered as second-class matter at the Post Office Department, Ottawa, Canada. Subscribers may remit to us

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PRINTED IN THE UNITED STATES OF AMERICA

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Mostly About Authors

WE INTRODUCE TO OUR READERS this month a new department in that division of the magazine which we call "News and Opinion." This new department concerns itself with items of interest among the states, and it will grow in scope and value. While our own news-gathering facilities are by no means slight, full measure of success for such a department may well depend upon aid rendered by the reader—who is therefore invited to call the Editor's attention from time to time to significant occurrences or phases of progress in his own community, which might otherwise escape our notice. This month the principal topic of discussion in that new department is the acceptance of a tax on gasoline by every one of the forty-eight states; and in the following issue the reader may find chronicle and comment upon a newer trend of a similar nature: a state tax upon cigarettes.

IF WE ARE TO TELL something about authors represented in our contributed articles this month—as has been our recent custom on this page—we might start with the fact that Charlie Sherrill, as he was probably then known, was American hundred-yard champion in 1887. Now his hobby, instead of running for Yale, is the study of stained-glass windows. Throughout England, France, Italy, Spain, Germany, and Flanders he has journeyed, wherever a stained-glass window might be seen. Meanwhile, since he is a prominent member of the New York bar, a former Brigadier General in the national guard, and has served his country with distinction as Minister to Argentina, Mr. Sherrill has made the acquaintance of statesmen and diplomats wherever he has gone. He maintains a residence in Paris and writes with intimate knowledge about conditions in Europe. The reader will have noted a dozen of his articles in our pages in the last six years.

WE MIGHT SIMILARLY introduce the author of our article on the World Court by saying that he is a former principal of the high school at Sturgeon Bay, Wisconsin. But the school teacher became a lawyer, and in due time—like many other lawyers—he became a United States Senator. As chairman of the Democratic National Convention in 1924, Senator Walsh came to be known to millions of radio-listeners, adding to prestige acquired through sixteen years upon the floor of the Senate. Conspicuous service to the nation came as chief prosecutor for the special Senate committee un-

earthing oil frauds. As a leading member of the Foreign Relations Committee, he has taken prominent part in the long discussion looking toward American membership in the League of Nations and the World Court.

Charles W. Stokes is not a newcomer to our pages. His previous contribution, just a year ago, "The Decline and Fall of Prohibition in Canada," will be remembered. A business career in the field of transportation has given him exceptional opportunities to know his present topic, the attractions of the Dominion for the tourist. He draws a fascinating picture, though he does not paint the lily.

Three years ago Mr. Hoover, then Secretary of Commerce, had to deal with perplexing questions concerned with the preservation of Niagara Falls. He, an engineer, must act to save the Falls from engineers. He appointed, as the one American civilian member of a special control board, the man who had been most active in the campaign for preservation of the Falls. That man was J. Horace McFarland of Harrisburg, printer extraordinary, twenty years president of the American Civic Association, vice-president of the National Municipal League. The joint board has made its report to Washington and Ottawa, and Mr. McFarland outlines in this issue what he characterizes as a great restorative experiment.

BOYS, GANGS, AND CRIME. The reader will remember that article, in our issue for March. It told of the fact that most criminals nowadays are boys under twenty-one, often as young as sixteen. It told also of the demonstrated value of boys' clubs as a crime deterrent, the theory being that when you give a boy something useful or interesting to do you keep him out of mischief. In the April number, Burrige Butler, a prominent Chicago publisher, president of the United States Foundation for Boys' Clubs, followed with an account of what business men in his city are doing to prevent juvenile crime by the building of boys' clubs.

No article of ours in recent years has attracted more comment than that one on Boys, Gangs, and Crime. Requests for permission to reprint came thick and fast; newspapers and magazines republished it in part; and as these lines are written there comes a note from a German living in Paris, who wants to obtain the illustrations so that he may republish the article in a German paper.

Looking on at the interest aroused in that article, we have reason to believe

that just as surely as there has been a wave of juvenile crime so there is now a corresponding wave of interest in the welfare of the under-privileged boy. We shall not drop the subject of boys' clubs as an alternative for prison cells.

THE STORY OF THE CREATION, in the first chapter of Genesis, is related in less than eight hundred words—the equivalent of two columns on this page. Presumably, many interesting details were omitted, but the Editor always feels himself on firm ground when he recommends that classic instance of brevity in descriptive writing to authors who feel cramped by the space assigned to them. The story of the rise of Canada, for example, as it comes to us from half a dozen Dominion authorities whom we had persuaded to relate it for our readers, requires so much space that we are obliged to print it in two issues instead of one. The first article (and the longest) appears in this issue; others will be found a month hence, in the June number.

WHY ALL THIS INTEREST in Canada the reader may ask. There are many answers, rather than one.

Canadians are our nearest neighbors, the people most like us in origins, habits, and ideals. Across some three thousand miles of common border there is no barrier; the citizen of northern Maine or Minnesota or Washington is just as close to his Canadian neighbors to the north as he is to his fellow-citizens in adjoining states of the Union.

Of Americans living abroad, nearly 400,000 in number, 234,000 reside in Canada, according to recent estimates of our State Department. In the years before the War, a hundred thousand persons each year went from the United States to settle permanently in the Dominion, though since then the number has shrunk by three-fourths. On the other side of the picture, we find more than a million Canadian-born persons living in the United States.

Canada is our best customer, and the trade back and forth across the border is greater than that carried on by any other nations in the whole world. In its volume of trade, indeed, the Dominion now stands fifth among the nations of the world, surpassed only by Germany and France in addition to the United Kingdom and the United States.

With its new status in the British Empire, a minister at Washington, and membership in the League, Canada acquires vast importance in the family of nations

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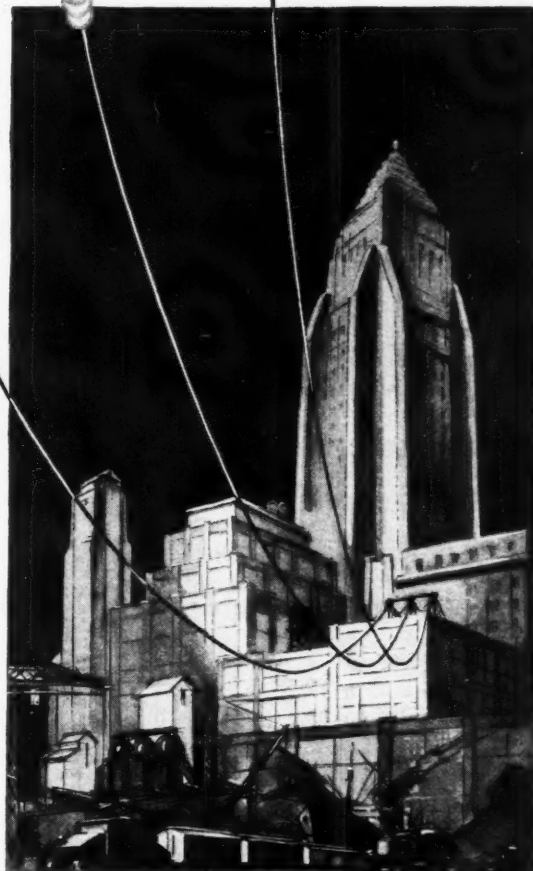
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I HAVE been engaged in psychological work for many years—not exclusively, for I am now, and for more than fifteen years have been, one of the judges of the highest trial court in my state; but my spare time has been largely devoted to the study and application of the principles of the new psychology, not only in my own life and affairs, but in the lives and affairs of thousands of other people all over the world whom it has been my great privilege to know in the relationship of teacher and pupil.

These pupils have reported a great many marvelous achievements as the result of their study and application, including miraculous healings of stubborn diseases, large increases of income and personal efficiency, phenomenal achievements in business and social and professional life, notable successes of plans that had theretofore failed, the coming into possession of things that had long been desired but never obtained, changes of unhappy conditions and unpleasant environments, and the attainment of a wonderful state of peace and self-understanding which makes every hour of life a pleasure and every future day a joyously happy prospect.

Through all these years of study, and work, and teaching, and writing books and magazine articles, and evolving new and simpler means of applying the liberating truth in human lives and affairs, I have come to realize that so-called modern psychology is not modern at all, but that its true authorship runs back nineteen hundred years to the peaceful hills and dales and crowded marts of Judea, and to the

Man Christ Jesus, the Greatest Teacher the world has ever known.

Having made this discovery, I have learned that the promises of Jesus may literally be fulfilled in human lives—that men and women may get the things for which they pray just as He said they could, provided they will pray in the manner He prescribed; and that if one will seek first the kingdom of God and His righteousness, all physical things will be “added” to him, just as Jesus promised.

I have found the kingdom of God just where Jesus said it was, and have had the great good fortune to bring many others into the kingdom and its great rewards.

Within the kingdom there is joy and success and health and love and peace and happiness beyond description.

And the kingdom is not far to seek: it is “at hand,” just as John the Baptist said it was, and not in some far off place. It is but a step from the sordid things and idle thoughts of everyday life to the throne room and the presence of the Great King, whom to know is everything that makes life worth living.

And so it is that I have come into a work that seems to me to be larger and more important than any work I have ever done before—the work of leading men and women, through simple and thoroughly tested scientific means, into the kingdom of God and its incomparable riches of more abundant life, health, success, achievement, love, service, peace and happiness.

And as part of this work I have written a manuscript booklet entitled “The Kingdom of God,” which tells just what and where the kingdom is, and how to begin the search for it. It is a personal and intimate message of faith and hope and courage and love, and is sent ABSOLUTELY FREE to all who feel that they are ready for it. The American Institute of Psychology, with which I am connected, will be glad to send a copy of it to you, dear reader of this page, if you will merely fill out and send to them the coupon printed below.

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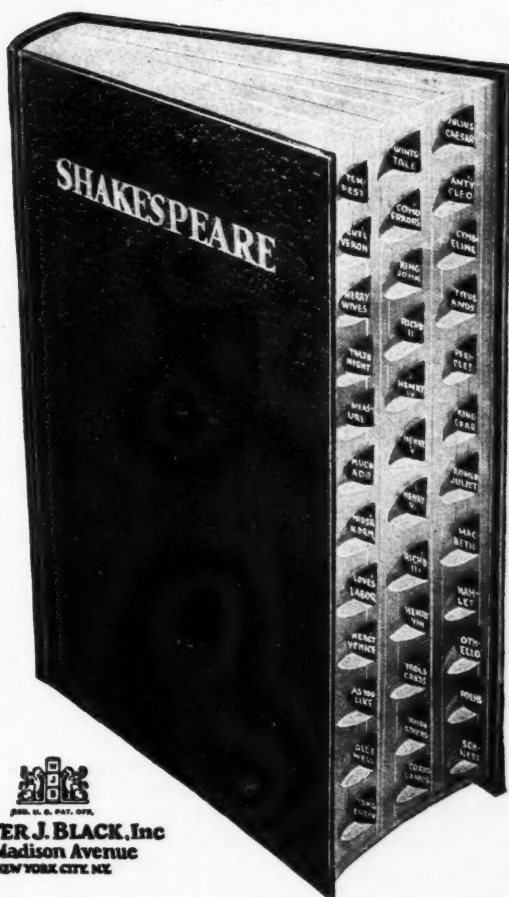
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By WILLIAM B. SHAW

Nature as Set Forth in Books

SPRING is fairly here at last, even in our more northerly latitudes. While we may not all be listening for the call of the wild, we are at least sensible of that great awakening which annually overtakes Nature. At this season there are abundant reminders of the claims put forth by the great Out-of-Doors.

Even in the book world we cannot wholly free ourselves from the "old spring fret." We should like for a while to get away from the more "bookish" books—the man-inspired scriptures—to glance between the covers of a few volumes that Nature herself inspired; for there is such a message abroad as "Back to Nature" in bookdom.

Good old Gilbert White, of Selborne in Hampshire, was the first Englishman to make a success of writing natural history for popular consumption. He was sixty-nine when his work, describing the flora and fauna of Selborne itself, together with the human history of the place, was published. Within a few years he died. That was late in the eighteenth century. Here in America, George Washington was President of an infant republic. How was White, the country curate, all his life a naturalist, to know that within a century his modest treatise would run to more than eighty editions (several bearing a New York imprint), that it would be circulated beyond the seas, that in the upstart nation west of the Atlantic it would have thousands of readers who had never even seen the plant and animal species that it described with so much care? "The Natural History of Selborne" now has its place on the roll of English classics; for it is literature as well as science, and in its field it has had few rivals.

In the form of writing that Gilbert White made popular, American naturalists, amateur and professional, have contributed mightily. It was the New En-

glander, Henry D. Thoreau, who suggested through his essays the undreamed-of riches of the Massachusetts landscapes. Later came John Burroughs, John Muir, Henry van Dyke, and a host of others who have depicted the beauties of outdoor America, each from his own viewpoint. Nobody would think of any one of these as a conscious imitator of Gilbert White; yet he must be regarded as a forerunner in what has become, since his day, a distinct department of literature.

John Burroughs recognized a sharp distinction between the literary treatment of Nature and the scientific treatment. The one, compared with the other, said he, is like free-hand drawing compared with mechanical drawing. "The literary artist is just as much in love

with the fact as is his scientific brother, only he makes a different use of the fact, and his interest in it is often of a non-scientific character. His method is synthetic rather than analytic. He deals in general and not in technical truths—truths that he arrives at in the fields and woods, and not in the laboratory."

It would be well to bear in mind this distinction, elaborated by Burroughs in his essay on "The Literary Treatment of Nature," for it is fundamental to the long-drawn-out controversy over "nature-faking," which

began in President Roosevelt's time and has not yet altogether subsided. The real trouble with the nature-fakers was that they carried the humanization of the brute creation beyond the bounds of fact. They were eager to put a man's reasoning power into every animal they described. Burroughs puts it all in this nutshell:

"Humanize your facts to the extent of making them interesting, if you have the art to do it, but leave the dog a dog and the straddle-bug a straddle-bug."

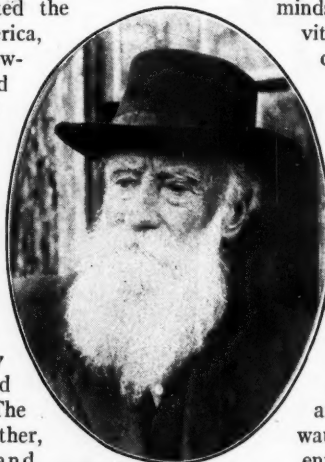
The allusion to straddle-bugs reminds us that some of the most vital nature books that have come to us (in translation) from Europe have been those concerned with the insect kingdom. The remarkable descriptions by Fabre are almost as well known here as in France. Maeterlinck's famous study of the bees is also a classic among us. But let us not overlook the contributions of American naturalists. Long ago Mr. and Mrs. Peckham of Milwaukee wrote a brilliant and entertaining book about the solitary wasps, and now comes Edward G. Reinhard

with a capital analysis of "The Witchery of Wasps," for which Dr. L. O. Howard, long known as the chief "bugologist" of the Department of Agriculture at Washington, writes a foreword, thus affixing the OK of official science to Mr. Reinhard's book.

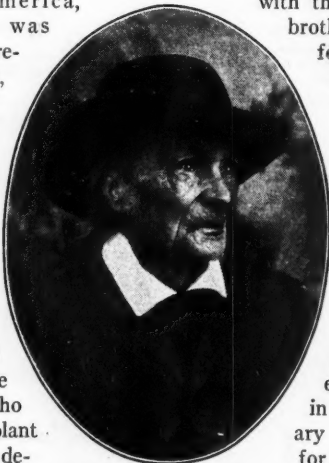
Many summer camps in various parts of the country are supplied with small libraries, which come into use on rainy days and at other times when outdoor activities are lessened. Such libraries might well contain the standard authors named in this article, together with such excellent authorities as Frank Chapman and William Beebe. Probably Theodore Roosevelt would be represented in such collections automatically.

A Few of This Season's Nature Books

AMONG TWENTIETH-CENTURY writers successors of Thoreau and Burroughs have already appeared. Only the other day we received from her American publishers a collection of nature studies by Mary Webb, who died recently in En-



© Kerstone
JOHN BURROUGHS



JEAN HENRI FABRE

New books noticed in this department will be found listed—with publisher's name, price, etc.—on page 22.

NEW MACMILLAN BOOKS

Stuart Chase MEN AND MACHINES

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AMERICA'S NAVAL CHALLENGE

By Frederick Moore

All those interested in world relations should read this dispassionate and revelatory account of America's naval policy. \$1.50

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An Institute of Economics study of Mexican conditions—reliable, documented, thorough. \$2.50

The MIGHTY MEDICINE

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One of America's foremost sociologists examines the work of "medicine-men" in primitive as well as modern society. \$2.00

Walter Lippmann's New Book A PREFACE to MORALS

By the Author of *Men of Destiny*

First Printing 80,000



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Edwin Arlington Robinson CAVENDER'S HOUSE

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INSTINCT AND INTELLIGENCE

By R. W. G. Hingston

Book League of America April Selection

The romance and mystery of the insect world is revealed here by a great natural scientist who spent seventeen years in the delightful company of tropical insects, studying their ways of thinking and the operation of their instincts. His story will fascinate you. \$3.25

Prices subject to change on publication

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By A. S. Eddington

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The World of Books

gland. Fittingly enough, these essays are bound up with a sheaf of poems by the same author; for, as Walter de la Mare points out in his introduction to the book, Mrs. Webb's mere statement of facts observed by her is essentially poetical, whether in rhyme or not. From this it should not be inferred that her descriptions of natural objects are in any degree vague or unscientific. Indeed, the contrary is true; witness this passage cited by Mr. de la Mare: "The pollen grain of chicory—an outer and inner hexagon united by rays—is a rose-window in a shrine of lapis lazuli. It needs no light behind it, for it illumines itself." Here we have precision, charged with the life force that produces true poetry.

Surely the director of the London Zoological Gardens may be counted on as a firm putter-down of every kind of nature-faking (although he may not know what the term itself signifies). Mr. Boulenger's new book of *Animal Mysteries* may be taken as a safe guide for young and old. The author, whose business first and last is with the facts of animal life, has familiarized himself with the popular legends that have been associated with animals everywhere. He explodes several persistent errors that have grown out of these myths; but the chief value of his book is in its full descriptions of the habits, migrations, and dwelling-places of various species. He gives an interesting account of experiments at the London Zoo to determine the effect of different forms of music on animals.

We have another book of African adventure from the pen of Martin Johnson, the author of "Safari." The new volume, *Lion*, like its predecessor, is strikingly illustrated, as it could hardly fail to be, Mr. and Mrs. Johnson being continually engaged in the filming of African wild life for the American Museum of Natural History. In their lion campaign they erected a photographic laboratory in Tanganyika as an adjunct to a permanent camp. One of their stunts was to get flashlight pictures of lions near the carcasses of zebras at night. In extending their operations they formed and sustained contacts with large groups of lions. In fact, the King of Beasts ceased to have for them his old-time terrors, in a measure; but they learned his tricks.

The study of plants in relation to their environment, known as the science of plant ecology, is likely to have an important influence on landscape architecture. A little book well planned to further such an influence is *American Plants for American Gardens*, by Edith A. Roberts, Professor of Botany at Vassar, and Elsa Rehmann, landscape architect. The suggestions made by these writers may be utilized not only in the landscaping of large estates and parks, but for small

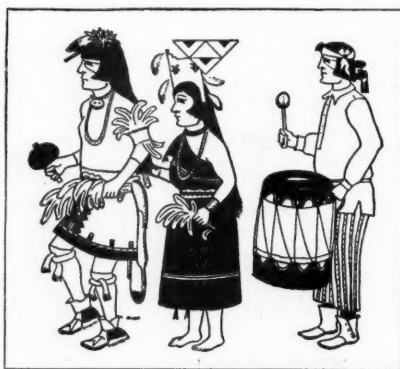
country places as well. This branch of plant study, apart from its purely scientific value, which is large, may have a practical outcome of real significance.

Two other new books of interest to American cultivators of flowering plants are *American Rock Gardens*, by Stephen F. Hamblin of Harvard, and *Garden Lilies*, by Isabella Preston of the Central Experimental Farm at Ottawa, Canada. Both these authors are trained and experienced horticulturists.

A new edition of W. H. Hudson's *Birds and Man*, with an introduction by Edward Garnett, affords a good introduction to the nature writings of that versatile observer and author. Hudson was born in Argentina, of English parentage, about 1850. He wrote much excellent fiction, but excelled in descriptions of rural life, of birds, and of animals. Most of the essays in "Birds and Man" are devoted to descriptions of English birds, in which Hudson is a worthy rival of Sir Edward Grey at his best.

Travel and Description

FROM THE DAYS of Marco Polo the Near East and the Far East have held surpassing attractions for occidental travelers. A glance at recent publishers' lists and announcements is enough to reveal the large place those parts of the world continue to hold in travel literature. Several of the leading illustrated books of the current season exemplify this fact. There is Webb Waldron's



FROM THE JACKET OF "THE RAIN-MAKERS"

Blue Glamor, recounting his tour of Mediterranean ports by tramp steamer, involving the visitation of sixteen countries, taking in such cities as Alexandria, Jaffa, Beirut, Mycenae, Salonica, Constantinople, and Marseilles. It was a colorful journey. Impressions of the port towns and their inhabitants were caught by Mrs. Waldron's brush and pencil to good purpose, as the book's illustrations attest. Mr. Waldron is a practised editor and author.

A twentieth-century Marco Polo is Owen Lattimore, who recently traveled by caravan from the Mongolian frontier across the Gobi Desert and over the oldest roads in the world to Turkestan. A keen observer, Mr. Lattimore makes his discoveries intelligible and interesting to the readers of *The Desert Road to Turkestan*.

One of the Far Eastern countries that was long thought impenetrable by Western influences is Tibet. Even to the present day the Europeans who have lived in the country enough to learn the ways of the people are very few. Preëminent in this small group is Sir Charles Bell, whose new book, *The People of Tibet*, has just appeared. This Englishman lived nearly twenty years among the Tibetans, mastered their language, and knew all classes of the population. He knew them in their homes and in their daily occupations. If there is any living man who can interpret this strange community to the modern Western world it is Sir Charles Bell.

We are accustomed to Harry L. Foster's "vagabond" tales of adventure in foreign parts and his carefree, irresponsible jaunts and hikes. Sometimes we become so engrossed in Mr. Foster's personal fortunes that we forget for the moment where he is and to what country he wishes to direct our attention. That can hardly be said, however, of his new book, *Combing the Caribbees*. The reader never loses sight of the fact that the scene of the story is in the West Indies and much of the time in the less-known portions of those islands, for although Mr. Foster does a good deal of writing for the benefit of tourists, he has a passion for getting off the beaten tourist trails and into the hinterland. This time he gives half his book to Haiti, and it is surprising that within five days' sail of New York so much that is primitive and out of touch with twentieth-century civilization may yet be found. Moreover, within the mountain wilds of that island are remarkable architectural remains that few white men have viewed. The ruins of Christophe's palace and castle, as pictured in this book, are worth a long journey to see. Mr. Foster gives a balanced statement of the conflicting views on the merits and demerits of the American occupation.

To observe and study another civilization than our own we do not have to cross our national boundaries. Mrs. Mary Roberts Coolidge, of California, has spent years in acquainting herself with the life of the Pueblo Indians of New Mexico and Arizona. So painstaking has been her research, summarized in *The Rain-Makers*, that we do not expect anyone to challenge the scientific accuracy of her statements. At the same time her book

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MAGIC ISLAND, by W. B. Seabrook, was the Guild selection for January, 1929. It has been the subject for feature articles in every important literary review in America. It is an account of the lives, beliefs, morals and practices of the natives of Haiti.



MEET GENERAL GRANT, by W. E. Woodward, was a biography of one of America's greatest generals. His life before the Civil War, his military career and his term in the White House inspired Mr. Woodward to write this fascinating book.



HAPPY MOUNTAIN was written by a lady who lived in the district of which she wrote. Maristan Chapman was a native of Tennessee. Her book, a first novel, was truly a growth of the soil, sprung from America itself.



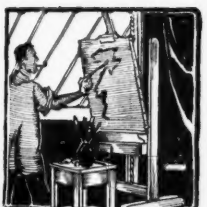
The author was the first white to penetrate the innermost depths of the Island, the only white man who ever witnessed the voodoo rites and ceremonies performed in the jungle by the black priestesses.



Mr. Woodward could not go to a foreign shore for his material. It lay in libraries, letters, documents and photographs. When the book was completed *Horace Liveright* published the trade edition simultaneously with the special edition published by the Guild.



When the manuscript was submitted to the Guild, Mr. Van Doren and his associates saw its possibilities immediately. It has been mentioned by important critics as eminently fitted for the Pulitzer Prize, as the best American novel of 1928.



After the Editorial Board has selected a book, the manuscript is put into many accomplished hands. If it is to be illustrated, the artist gets one copy. Mr. Alexander King made twenty full page drawings for *MAGIC ISLAND*.



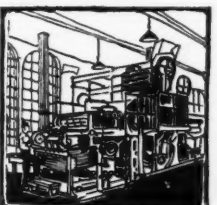
Before any books are bound, "galley" proofs are read and re-read by the author, the printer, the typographer and other painstaking men and women to prevent any errors—to give you the book exactly as the author wrote it.



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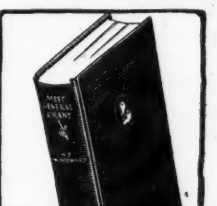
The type set, proofs read, forms locked, the mighty presses are set in motion and thousands of copies of the unbound sheets which will later be books are printed in a single day. More than 60,000 copies of this book were printed for Guild members alone.



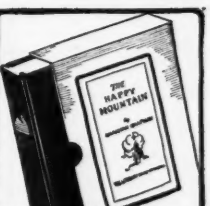
The Guild now mails more than 70,000 copies of its monthly selection to members in every quarter of the globe. The selection for February 1929 was sent to eighty-five foreign countries in addition to the possessions of the United States.



The finished volume finally appears, after weeks of labor and artistic effort. In each case the Guild edition of any book is equal in every way—printing, illustration and binding—to the regular retail edition of the same title.



MEET GENERAL GRANT, like *MAGIC ISLAND* and *TRADER HORN* was an immediate favorite both within and without the Guild. Thousands of readers paid the full price for their copies from bookdealers. Guild members, of course, saved money.



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Ninety years ago John L. Stephens, the American traveler, began his 3000-mile journey through the North American tropics. Phillips Russell, writer, and Leon Underwood, illustrator, have recently retraced the Stephens route from north to south through Yucatan, the southeastern and southern shores of the Gulf of Mexico, up the rivers of Tobasco, and through Chiapas over the Sierra Madre mountains to the Pacific, east of the Isthmus of Tehuantepec. The account of their expedition is now published in a volume entitled *Red Tiger*. It is not lacking in adventure.

The International Outlook

MR. FRANK SIMONDS has told us from time to time what is thought in Europe of America's attitude on international questions, and perhaps we have no reason to be surprised at the comments of Señor Salvador de Madariaga in his book *Disarmament*. Those comments on Uncle Sam's position are frank, many are witty, and a few seem bitter. If a policy of disarming individuals, as well as nations, should go into effect, what would become of Señor de Madariaga's rapier-like pen? We fear it would be among the first of the deadly weapons to be confiscated.

For example: When it is conceded that the United States would refuse to arbitrate questions involving the Monroe Doctrine, our author is ready with a thrust. "Imagine France or Germany suggesting that they would arbitrate everything but European affairs!" As to the proposition for the outlawry of war, that is "the best-meaning red herring that ever navigated the waters of international thought and politics, but a red herring for all that." From the cynical leanings of many utterances in this book one might not suspect its author of idealism in world politics; yet his own plan for bringing disarmament to pass is quite as much "in the air" as any other that has been proposed. He would have a "world community" in which nations would be subordinated, retaining hardly more real sovereignty than is now exercised by each of our state governments.

Señor de Madariaga was for five years chief of the disarmament section of the League of Nations secretariat. He well knows the obstacles that have been put in the way of disarmament by other nations than the United States. It is significant that in concluding his chapter on the American attitude he says: "Though in

my opinion the United States is the blackest obstacle on the path towards disarmament, I believe it to be also our brightest hope."

Social Studies

ANYONE WHO WISHES to master the underlying philosophy of the American labor movement will have to make a thorough study of the period beginning with the Civil War and coming down to the closing years of the nineteenth century. Norman J. Ware's account of that period in the history of organized labor, *The Labor Movement in the United States, 1860-1895*, outlines the rise, power, and decline of the Knights of Labor and the emergence of the American Federation, when the leadership of Gompers gradually supplanted that of Powderly. Mr. Ware's book describes the transition phase.

One of the great social and economic changes of our time, as yet only dimly perceived by most of us, is the increase of hours of leisure for large groups in every industrial center. The use of this new-found free time for so many individuals constitutes another "problem" for the sociologist to tackle, not in America only but in many European countries. Two American students, Herbert L. May and Dorothy Petgen, resolutely set for themselves the task of finding out what the various peoples were doing about this question of the employment of leisure time. The result was a gathering and sifting of data now published in a book called *Leisure and Its Use*. The facts here assembled for the first time are most enlightening. We believe most readers will accept the authors' conclusion that the only permanent solution will be found in improved education.

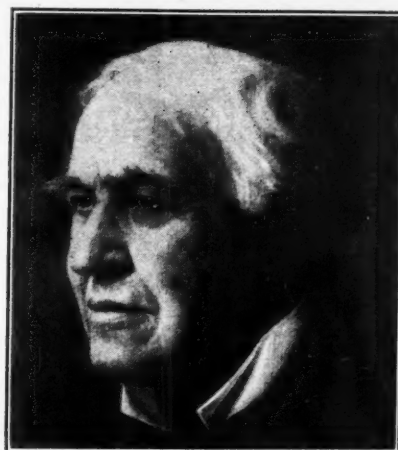
We learned in our youth that the Quakers were a strange folk who spoke only as the spirit moved them. We should have been told also that these peculiar people act, as well as speak, when and how the spirit moves, and that it frequently moves powerfully, and to good purpose. A little book, *Quakers in Action*, by Lester M. Jones, describes some of the humanitarian work of the American Quakers during and since the World War. It is an amazing record. War relief activities in France, Germany, Austria, Russia, and Poland; fighting famine in Soviet Russia from 1920 to 1925, relieving destitution and suffering among the West Virginia coal miners, and scores of other efforts to save and brighten human lives—these facts of recent history show how far unselfish idealism can go when there is real strength of character behind it.

Prof. Raymond Moley has conducted

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important surveys of criminal justice in Ohio, Missouri, Illinois, and New York. His latest published work is a study of the relation of politics to criminal prosecution. He shows how the prosecuting attorney, whatever his title may be, dominates judge, jury, and all other court officers in criminal cases and how this all-important office is frequently a football of partisan politics. While grave legal and semi-legal boards and commissions are trying to account for the breakdown of our system of criminal justice, here is a poser for them. All such investigators should read Professor Moley's *Politics and Criminal Prosecutions*.

Marriage as an Institution

PRACTICALLY EVERY ANGLE on the marriage question is represented in the recent literature of the subject. In the rush of new books about marriage one thing is noticeable: Discussion is no longer confined to theoretical or ethical aspects of the problem; it has now become a question how the institution of monogamous marriage can be preserved—what definite measures to that end may be taken by the present generation. The modification of marriage customs is no longer thought of as a development of the hazy and distant future, but as something that men and women now living will see. Like the tariff surplus in Grover Cleveland's time, modified marriage is a condition and not a theory that confronts us. This viewpoint is clearly set forth in *Marriage in the Modern Manner*, by Ira S. Wile and Mary Day Winn. This book begins with the assumption that marriage laws and ideals inevitably change from time to time. There is only one way, then, to insure improvement, rather than deterioration, in the institution—adapt it to the changed ideals of the race. These writers urge social psychology as the natural and logical guide in the process of adaptation. They offer much sensible advice to individuals thinking of marriage, as well as to those already married, whether happily or unhappily. A reader expecting to find radical innovations among their proposals will be more or less disappointed. He will find, however, a cheerful and unafraid will to face unpleasant facts.

This brings us to the immediate question, What are those facts? Opportunely, as an aid to answering this question, comes a survey of *Marriage and the State*, by Mary E. Richmond and Fred S. Hall, of the Russell Sage Foundation. This report is based on field studies of the modern administration of marriage laws in the United States. Before starting any effort to change an established in-

stitution it is, of course, essential to know how that institution is functioning. That is precisely what the Sage Foundation has tried to find out in relation to our present marriage system—how it works. "What Happens in License Offices," "Social Aspects of Marriage," "The Marriage Ceremony," and "Supervision and Enforcement" are the heads under which the results of its inquiry are presented. Definite information about the marriage laws and decisions in the forty-eight states is given in a separate volume by Geoffrey Mayo.

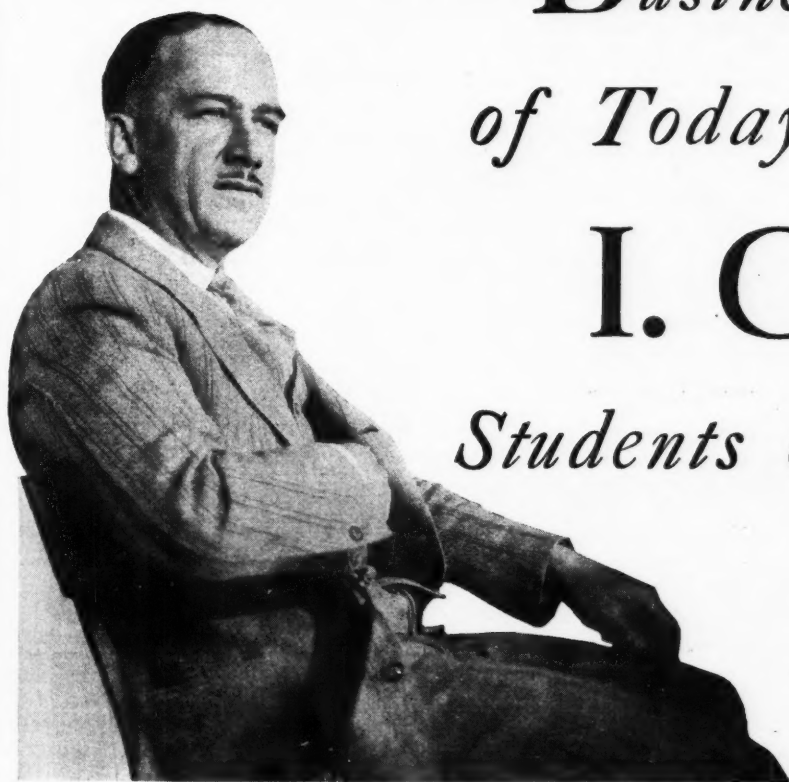
In a book entitled *What Is Wrong with Marriage?* Dr. G. V. Hamilton and Kenneth Macgown tell what they have learned through a research and analysis of the married life of 200 men and women examined under "controlled scientific conditions."

Money and Investments

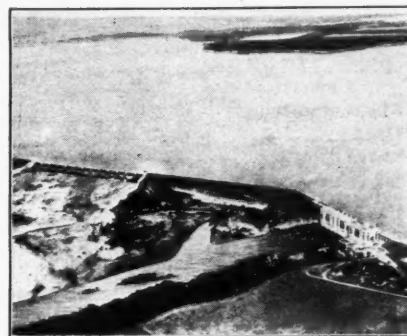
BEFORE THE WORLD WAR the monetary stock of gold in the United States amounted to less than one-third of those held in Europe. It now far exceeds them and is nearly equal to the combined gold reserves held by all other nations in the world. A little book entitled *Gold and Central Banks*, by Feliks Mylnarski, discusses the questions of American reserves, the gold exchange standard, the freedom of gold movements, and the coöperation of central banks. In a chapter on "Clearing in Gold" the author alludes approvingly to a suggestion by Professor Reich, president of the Austrian National Bank, that treaties should assure the immunity of deposits belonging to central banks in time of war, just as the immunity of Red Cross property is guaranteed. This would do away with the shipment of gold from one country to another.

The most complete story (in the English language, at least) of the ups and downs, or rather, downs and ups, of the French franc from 1914 to 1928 has been written by a woman—Dr. Eleanor Lansing Dulles of Bryn Mawr College. Her book, *The French Franc 1914-1928*, would be important if it did no more than present the facts concerning the extraordinary fluctuations of the franc in those years, but it also gives an interpretation of the facts which amounts to a test of monetary theories under a régime of inconvertible paper money. Miss Dulles is not interested merely in finding a new confirmation of recognized monetary principles. Her inquiry relates specifically to the mechanism by which the relationship between the quantity of money and prices, under particular conditions, is maintained or changed. Miss Dulles began her research in 1924 and continued it till after legal stabilization in

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in succession have claimed his services — The Commonwealth Edison Company, Steam Plant of Chicago, Michigan Northern Power Company, the Mississippi River Power Company, Keokuk, Iowa, then the largest hydro-electric station in the world, and the Northern States Power Company. Mr. Cotton was also employed by the United States Government as Engineer and Operator of the Gatun Hydro-electric Station of the Panama Canal.

Today, in his beautiful home on the shores of Wissota Lake, Mr. Cotton remembers with real gratitude the institution and the texts that started him on his way to mastery of his special field. And the record he has made amply justifies his early conviction that

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World of Books

1928, two years of the four having been spent in France.

Mr. Roy Vance has been operating investment accounts for twenty years. His book, *Investment Policies That Pay*, is an outcome of the author's personal experience in solving thousands of investment problems. Mr. Vance advocates investment in stocks—always provided that certain definite requirements as to time, conditions, age of the investor, and competent counsel in the choice of securities are met.

New Biographies

A MAN WHO MORE than once had the vision of a statesman and, at times showed himself capable of statesmanlike projects—such was the strangely incomplete and inconsistent character depicted by Arthur D. Howden Smith in *John Jacob Astor, Landlord of New York*. Landlord of New York he assuredly was and has been known in that capacity for more than one hundred years; but he was far more than that, as Mr. Howden Smith demonstrates in this very book. Yet Astor lacked the conception of nationalism, the glow of patriotism, that Hamilton, Gallatin and other foreign-born Americans of his day had in abundant measure. He became a rich man whose treasure kept him outside the sphere of national leadership. In his case, as in that of the rich man of scripture, it was hard for the camel to pass through the needle's eye. Becoming the greatest individual fur-trader on the continent, Astor became also the creator of the first trust, the originator of what we call Big Business.

In telling the story of Astor his biographer has to picture for his readers the contemporary history of the nation—particularly the rise of the West. He does this vividly and impressively. Some may cavil at his over-addiction to the verbiage sentence, but we may forgive him this minor sin in consideration of his skill as a narrator.

The life story of General Lord Rawlinson, of British high command in the World War, was compiled and edited from Lord Rawlinson's journals and letters by Major-General Sir Frederick Maurice. It has been published, with an introduction by Gen. Tasker H. Bliss, U. S. A., under the title, *Soldier, Artist, Sportsman*. The 27th, 30th, and 33rd Divisions of the American Expeditionary Force were under Lord Rawlinson's command during the Somme offensive. He repeatedly praised their fighting spirit and rejoiced that they were linked up with his Australians. Lord Rawlinson died in 1925, in India, where he was serving as commander-in-chief, in his sixty-second year.

Eccentric figures in American letters

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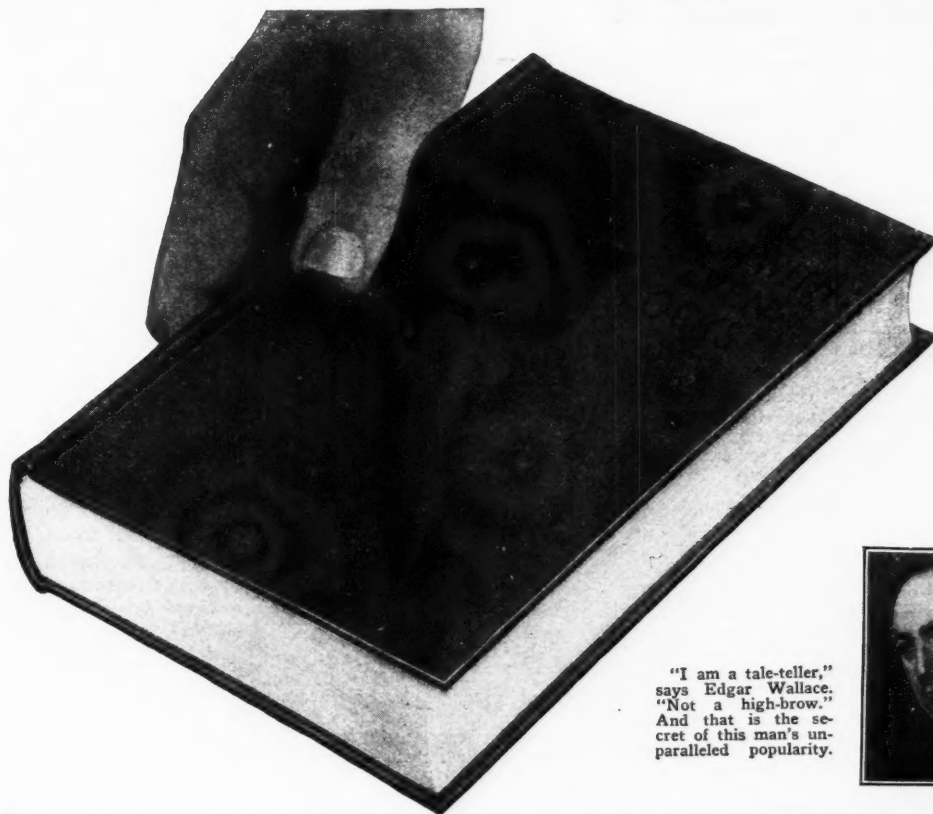
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ONLY a woman knows how much a wife can suffer when her husband fails to "make the grade"—

When she dreads to meet her old school friends—when she skimps on her own appearance "so John can make a good showing at the office"—when she can't give her children things as good as the other children have, and they ask her why.

Brave, loyal woman, she would be the last to reproach her husband because he doesn't earn as much as other men whose wives she is thrown with constantly.

"Money isn't everything," she tells him—yet how she longs for his promotion—for that bigger salary that means better clothes, greater advantages for the children, a new car, more of the comforts and luxuries of life!

What can you, as an ambitious husband, do to help?

No need to ask your wife to put up a brave front—she's already doing that. No use to ask for a "raise" on the ground that you "need more money"—"raises" aren't secured that way. No big gain in devoting longer hours to your work—chances are you are already giving loyal and conscientious service.

Only one thing, then, for you to do—so important that it may prove the very turning point in your career: you can and should compel those opportunities that quickly lead to bigger income, real success!

But let's get down to cases—so that you may see exactly what we mean—

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Out on the Pacific coast lived a factory man, 30 years of age—assistant superintendent of a growing plant. He enrolled for home-study training in Modern Foremanship and shortly after got together an informal class of factory executives, for discussion and study. His general manager stepped him up to production manager with a salary-increase of 125 per cent.

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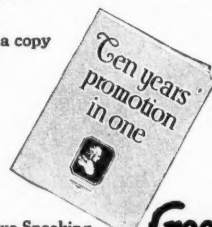
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World of Books

have never been wanting, from the days of Percival, Thoreau, and Walt Whitman, but the number of such erratic geniuses remains relatively small. Now and then an author seems to gain a greater vogue by the sheer impact of his personality than by any appeal of his writings as such. Such a man, we take it, was Ambrose Bierce, the San Francisco critic and poet, who was believed to have been killed by the Mexican bandit-revolutionist Villa in 1913. Two books about Bierce have appeared this spring—*Bitter Bierce: a Mystery of American Letters*, by C. Hartley Grattan, and *A Portrait of Ambrose Bierce*, by Adolphe de Castro. If a cold-blooded literary appraisal of the Californian is desired, Mr. Grattan fills the bill, but for warm-hearted eulogy, verging on the sentimental, take De Castro, who, since he was bent on playing the part of Boswell, really deserved a better Johnson for a lead.

Bierce served with credit in the Civil War in an Ohio regiment. After peace came he went to San Francisco and had an apprenticeship in the journalism that flourished there in those days. His chosen vehicle was satire and in course of time he grew to be a master of vituperative English, which was freely wasted on persons and causes of local and transitory importance. A hurried examination of the twelve volumes containing Bierce's complete works is enough to show why Mr. Grattan labels him "bitter." The term that Mrs. Phoebe Hearst, mother of the newspaper magnate, applied to one of the Bierce books fitted most of them equally well—"a curse in covers." Yet Bierce wrote many short stories of excellent quality. The best of these, if we accept the judgment of Mr. Grattan, are contained in the two volumes entitled "In the Midst of Life" and "Can Such Things Be?" For a brief period of the '70's Bierce lived in London and hobnobbed with some of the famous British authors of that time.

It was inevitable that sooner or later William Jennings Bryan should be led as a lamb to the slaughter prepared by the new biographers. M. R. Werner, having exposed and exploited the foibles of Barnum and Brigham Young, now turns to the "Great Commoner" of our own day, and the result is *Bryan*, a biography shrewd and factual, if not always sympathetic. Several of the chapter headings give clues to the author's prepossessions as to certain stages of Bryan's career—"Second Fiddle" (the period of the Secretaryship of State in Wilson's cabinet), "Keeping the Limelight Burning" (the prohibition, religious, and lecturing activities), "The Descent of Man" (the anti-evolution debate and the Dayton trial). In these chapters Bryan appears more than once as a pitiable figure. His friends

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*A Story for Men and Women
who are dissatisfied with themselves*

THIS is the story of a gamble—a 2c risk—which paid me a profit of \$35,840 in two years. I am not, and never was, a gambler by nature; in all probability I never would have taken the chance if more money was involved. So even if you, too, are against gambling, you will feel like risking two cents after you've read my story.

Some people believe I was lucky. Others think I am brilliant. But this sort of luck I had everyone can have. My type of brilliance is that of any average man.

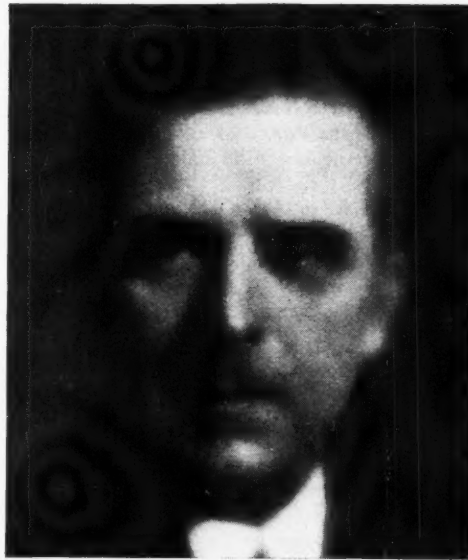
Almost any \$40-a-week wage earner has as complete a mental equipment as I had two years ago. And he feels today just about the way I did then. For two years ago, I too, was in the \$40-a-week rut. My earnings were \$2,080 per year!

I was discontented, unhappy. I was not getting ahead. There didn't seem to be much hope in the future. I wanted to earn more money—a lot more money. I wanted to wear better clothes and have a car, and travel. I wanted to be on a par with people I then looked up to. I wanted to feel equal to them mentally and financially.

But it all seemed hopeless. I was beset with fears. I was afraid of losing my job. I was afraid of the future. I could see nothing ahead for myself and my wife and baby but a hard struggle. I would live and work and die—just one of the millions who slaved their lives away. I was irritable, easily annoyed, discouraged, "sore" at my fate and at the world. I could not think clearly. My mind was in a constant whirl. I was "scatterbrained." I had a thousand half-baked ideas to make more money, but acted on none of them.

The end of each year found me in about the same position as the beginning. The tiny increases in salary, grudgingly given to me, were just about enough to meet the rising costs of living. Rent was higher; clothes cost more; food was more expensive. It was necessary for me to earn more money. So once in a while I got a few dollars more. But it wasn't because of any great change in my ability.

Today I have an income of \$20,000 a year. That's exactly \$17,920 more than it was two years ago. A difference of \$35,840 in two years. My family has everything it needs for its comfort and pleasure. My bank account is growing rapidly. I have my own home in the suburbs. I am respected by my neighbors, and I have won my wife and children's love as only the comforts and pleasures of life can do.



When I am old I will not be a millstone around anyone's neck. My children will not have to support me.

I look forward to the future with confidence and without fear. I know that only improvement can come with the years. Once I wandered through life aimlessly, cringing, afraid. Today I have a definite goal and the will to reach it. I know I cannot be beaten. Once my discontent resulted in wishes. Today my slightest discontent results in action. Once I looked forward hopefully to a \$5 a week increase in salary. Today I look forward confidently to a \$100 a week increase in my earnings.

What magic was it that caused the change in my circumstances? How did I, a \$40-a-week clerk, change my whole life so remarkably? I can give you the answer in one word—Pelmanism. I gambled 2c on it. Yet without it, I might have continued in my old \$40-a-week rut for the rest of my life.

Pelmanism taught me how to think straight and true. It crystallized my scattered ideas. It focused my aim on one thing. It gave me the will power to carry out my ideas. It dispelled my fears. It improved my memory. It taught me how to concentrate—how to observe keenly. Initiative, resourcefulness, organizing ability, forcefulness were a natural result. I stopped putting things off. Inertia disappeared. Mind-wandering and indecision were things of the past. With new allies on my side and old enemies beaten, there was nothing to hold me back.

I am writing this in appreciation of what Pelmanism did for me. I want other average men to gamble 2c as I did. For the cost of a postage stamp I sent for the booklet about Pelmanism, called "Scientific Mind Training." Reading that free book started me on my climb. I took no risk when I enrolled for the Course because of the Institute's guarantee. All I gambled was 2c and I am \$36,000 better off now than I would have been had I not written for the book about Pelmanism.

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will not like the relentless exposure of vulnerable spots in his armor. These methods have been freely employed in dealing with the lives of men who long ago left the earthly scene; this is perhaps the first instance of their use in the case of a contemporary leader.

As God Made Them is the title given to a book of studies of nineteenth-century Americans by Gamaliel Bradford. Here we have the new biography at its best. These essays are pen portraits done with the characteristic Bradfordinian grace, penetration, and good taste. As representative politicians—or statesmen as we like to call them now—Mr. Bradford portrays Webster, Clay, and Calhoun. Closely associated with these is Horace Greeley, the journalist, and the other Victorians who have places in the gallery are Edwin Booth, Francis Child, and Asa Gray. These were all Americans of distinction and leadership in their time, greatly as they differed from one another. It is another evidence of Mr. Bradford's rare gifts as a biographer that with characters so varied as these he seems on equal terms. He is quite at home with all of them.

College Life

THE RELATION SUSTAINED by Mr. James Anderson Hawes to the college life of our time is certainly exceptional. He has been for twenty years the traveling secretary of the D. K. E. In official and unofficial capacities he has enjoyed unusual opportunities to know what is going on among the colleges. His viewpoint, as set forth in *Twenty Years Among the Twenty-Year-Olds*, is well worthy of attention. It seems to be his purpose to present facts in their proper setting and to indulge sparingly in generalization. His book does make it clear that persons familiar with American college life a generation ago find a new set of conditions present today.

We are told that "for some reason the Williams students all look and act alike." For "Williams" in this characterization read "Princeton" or "Yale" and the statement would perhaps be equally true. Of Johns Hopkins, a University without marble palaces or Gothic dormitories, it has to be said, "Its only student activity is study." These are indeed degenerate days!

For a glimpse of college life forty years ago read *The Trail of Life in College*, by Dr. Rufus M. Jones of Haverford. His account of students' activities in those days seems almost incredible. There is even a chapter about "The Influence of the Library!"

Data concerning new books mentioned in pages 8-20 will be found on page 22.

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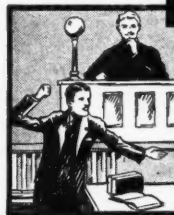
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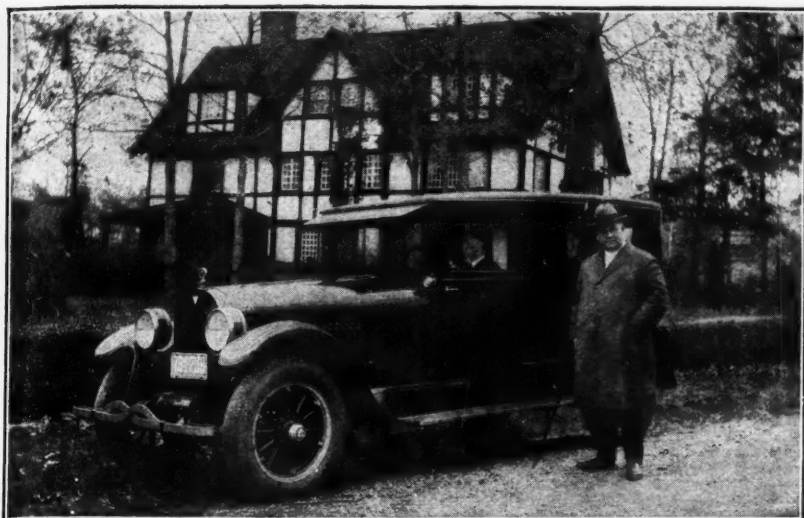


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Now, if you are kicking about what I used to kick about—long hours, hard work and poor pay—if you want to get into a business where you can have the biggest kind of an opportunity to make good—simply send your name and address to American Business Builders, Inc., Dept. E-56, 18 East 18 St., New York, and they will send you *without cost or obligation*, a copy of their free book, "How to Become a Real Estate Specialist."

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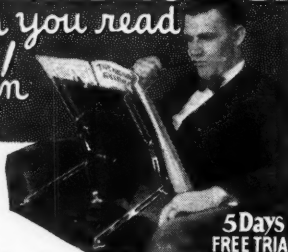
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New Books Mentioned in Pages 8-20

THE WITCHERY OF WASPS, by Edward G. Reinhard. Foreword by L. O. Howard. Century. 313 pp. Ill. \$2.50.

POEMS AND THE SPRING OF JOY, by Mary Webb. E. P. Dutton & Co. 249 pp. \$2.50.

ANIMAL MYSTERIES, by E. G. Boulenger. Illustrated by L. R. Brightwell. Macaulay. \$3.

LION: AFRICAN ADVENTURE WITH THE KING OF BEASTS, by Martin Johnson. Putnam. 295 pp. Ill. \$5.

AMERICAN PLANTS FOR AMERICAN GARDENS, by Edith Roberts and Elsa Rehmann. Macmillan. 115 pp. Ill. \$2.

AMERICAN ROCK GARDENS, by Stephen F. Hamblin. Orange Judd Company. \$1.25.

GARDEN LILIES, by Isabella Preston. Orange Judd Company. \$1.25.

BIRDS AND MAN, by W. H. Hudson. With an Introduction by Edward Garnett. Knopf. 257 pp. \$2.

BLUE GLAMOR: PORTS AND PEOPLE OF THE MEDITERRANEAN, by Webb Waldron. John Day. 287 pp. Ill. by Marion Patton Waldron. \$4.

THE DESERT ROAD TO TURKESTAN, by Owen Latimore. Boston: Little, Brown & Co. 389 pp. Ill. \$4.

THE PEOPLE OF TIBET, by Sir Charles Bell. Oxford University Press. 300 pp. Ill. \$7.

COMING THE CARIBBEES, by Harry L. Foster. Dodd, Mead & Co. 312 pp. Ill. \$3.

THE RAIN-MAKERS, by Mary Roberts Coolidge. Houghton, Mifflin Co. 307 pp. Ill. \$4.

RED TIGER, by Phillips Russell. Illustrated by Leon Underwood. Brentano's. 336 pp. \$5.

DISARMAMENT, by Salvador de Madariaga. Coward-McCann, Inc. 393 pp. \$5.

THE LABOR MOVEMENT IN THE U. S. (1860-95), by Norman J. Ware. Appleton. 429 pp. \$3.

LEISURE AND ITS USE, by Herbert L. May and Dorothy Petgen. A. S. Barnes & Co. 288 pp. \$2.

QUAKERS IN ACTION, by Lester M. Jones. Macmillan Co. 248 pp. \$2.

POLITICS AND CRIMINAL PROSECUTIONS, by Raymond Moleyo. Minton, Balch & Co. 253 pp. \$2.50.

MARRIAGE IN THE MODERN MANNER, by Ira S. Wile and Mary Day Winn. The Century Co. 283 pp. \$2.

MARRIAGE AND THE STATE, by Mary E. Richmond and Fred S. Hall. Russell Sage Foundation. 373 pp. \$2.50.

MARRIAGE LAWS AND DECISIONS IN THE UNITED STATES, by Geoffrey May. Russell Sage Foundation. 476 pp. \$3.50.

GOLD AND CENTRAL BANKS, by Feliks Mlynarski. The Macmillan Company. 157 pp. \$2.

THE FRENCH FRANC 1914-1928, by Eleanor Lansing Dulles. Macmillan. 570 pp. \$6.50.

INVESTMENT POLICIES THAT PAY, by Roy Vance. B. C. Forbes Publishing Co., 291 pp. \$4.

JOHN JACOB ASTOR, LANDLORD OF NEW YORK, by Arthur D. Howden Smith. Philadelphia: J. B. Lippincott Company. 296 pp. Ill. \$3.50.

SOLDIER, ARTIST, SPORTSMAN: THE LIFE OF GENERAL LORD RAWLINSON OF TRENT, FROM HIS JOURNALS AND LETTERS, edited by Maj.-Gen. Sir Frederick Maurice. Houghton, Mifflin Company. 396 pp. Ill. \$7.50.

BITTER BIERCE: A MYSTERY OF AMERICAN LETTERS, by C. Hartley Grattan. Doubleday, Doran. 291 pp. Ill. \$2.50.

PORTRAIT OF AMBROSE BIERCE, by Adolphe de Castro. Century. 369 pp. Ill. \$3.50.

BRYAN, by M. R. Werner. Harcourt, Brace and Company. 374 pp. \$3.50.

AS GOD MADE THEM, by Gamaliel Bradford. Houghton, Mifflin Company. 294 pp. Ill. \$3.50.

TWENTY YEARS AMONG THE TWENTY-YEAR-OLDS: A STORY OF OUR COLLEGES OF TODAY, by James Anderson Hawes. Dutton. 269 pp. Ill. \$3.

THE TRAIL OF LIFE IN COLLEGE, by Rufus M. Jones. The Macmillan Company. 201 pp. \$1.75.

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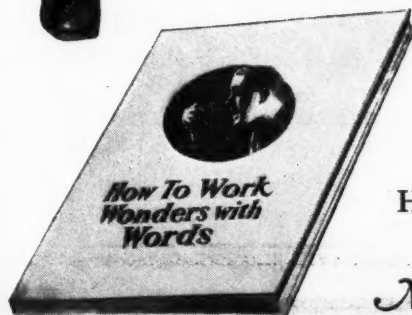
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